

ATLANTIC FISHERMAN

Registered U. S. Patent Office
VOL. XVI JANUARY, 1936 NO. 12

JAN 18 '36



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COLUMBIAN ROPE CO.
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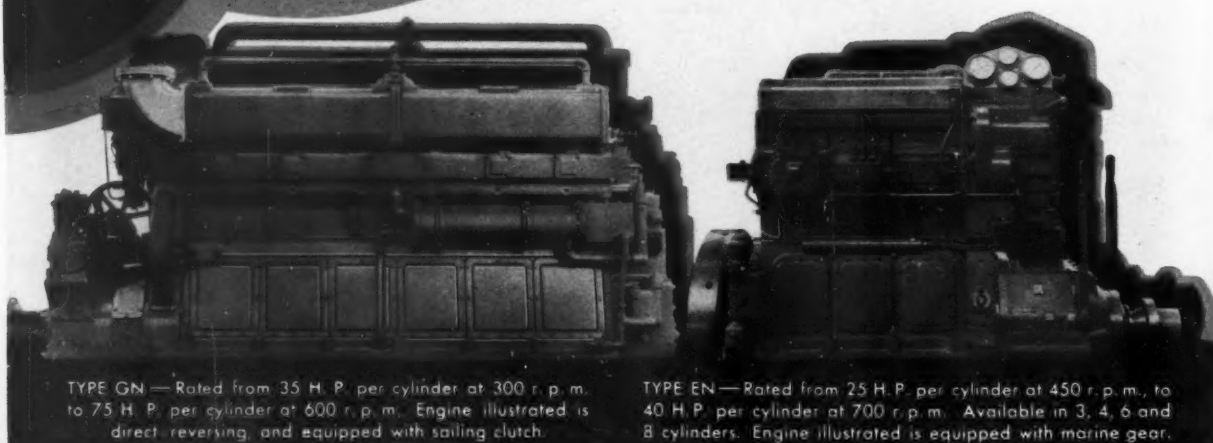
COLUMBIAN ROPE

COOPER-BESSEMER N - LINE DIESELS *at the* MOTOR BOAT SHOW

TWO of the most recent additions to the Cooper-Bessemer N-Line of marine Diesel engines will be exhibited at the Motor Boat Show in New York, January 17 to January 25.

If you are unable to attend the Show, our nearest representative will be glad to tell you why these modern N-Line features constitute the greatest forward step of the century in Diesel RELIABILITY, Diesel CONVENIENCE, and Diesel ECONOMY.

- ★ Diesel sturdiness built into every piece and part.
- ★ Thru-bolt construction carries all heavy stresses.
- ★ Cylinder liners firmly bolted to cylinder heads.
- ★ Heavy-duty crankshaft, connecting rods, bearings.
- ★ Complete pressure lubrication to wearing parts.
- ★ Patented wrist-pin construction, for longer life.
- ★ Patented atmospheric-relief constant pressure injection.



TYPE GN—Rated from 35 H. P. per cylinder at 300 r. p. m. to 75 H. P. per cylinder at 600 r. p. m. Engine illustrated is direct-reversing, and equipped with sailing clutch.

TYPE EN—Rated from 25 H. P. per cylinder at 450 r. p. m. to 40 H. P. per cylinder at 700 r. p. m. Available in 3, 4, 6 and 8 cylinders. Engine illustrated is equipped with marine gear.

THE COOPER-BESSEMER CORPORATION

Mount Vernon, Ohio — PLANTS — Grove City, Pennsylvania

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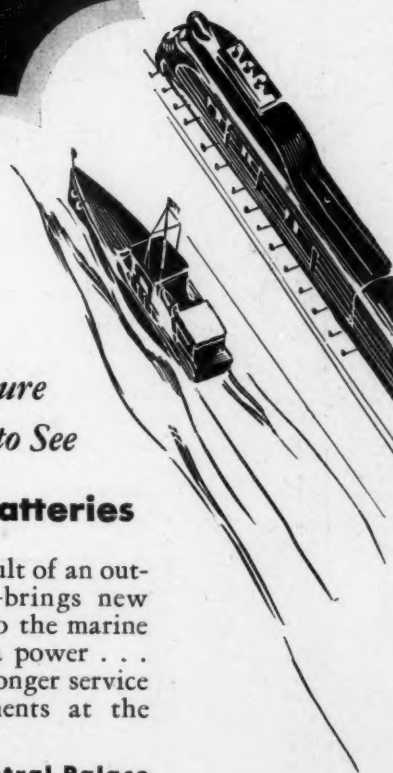
The Pacific Marine Supply Co.
Seattle, Washington

ALL ROADS LEAD TO THE

31ST NATIONAL

Motor Boat SHOW

January 17-25



Here's
One Outstanding Feature
of the Show You'll Want to See

The New USL Marine Batteries

BRAND NEW battery design—the result of an outstanding engineering achievement—brings new standards of performance and safety to the marine battery field. Batteries that give extra power . . . greater safety and dependability . . . longer service life. See these remarkable developments at the National Motor Boat Show—

Booth No. 2, Third Floor, Grand Central Palace

USL BATTERY CORPORATION, Niagara Falls, N. Y.





Bliss Brothers store in Boston, which carries a complete line of marine hardware. The gentleman in the doorway is W. L. Winchenbaugh, the popular proprietor.

"All fishermen like EVEREADYS!"

—says Mr. Winchenbaugh, of Bliss Brothers

Bliss Brothers, established in 1872, have been selling Eveready Batteries to the Boston fishing fleet for over 20 years.

W. L. Winchenbaugh, the proprietor, said recently, "We sell a lot of Eveready Hot Shots, No. 6 Dry Cells, and flashlights. Many fishermen who have used other kinds of batteries come here and ask for good batteries—which to them means Evereadys. All the fishermen like Evereadys."

And that's just as true of the fishermen out on the Pacific, or down the Florida coast, Mr. Winchenbaugh, as it is of the men up in Boston. Fishermen everywhere have learned, through experience, that "you can't beat a long-lasting, dependable Eveready!" They're just plain tough!



Eveready Hot Shots give you long, dependable service when used for ignition on your winch motors and engines. They're weather-proof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes. They are also waterproof and need no protection when lashed to a marker.

NATIONAL CARBON COMPANY, INC.

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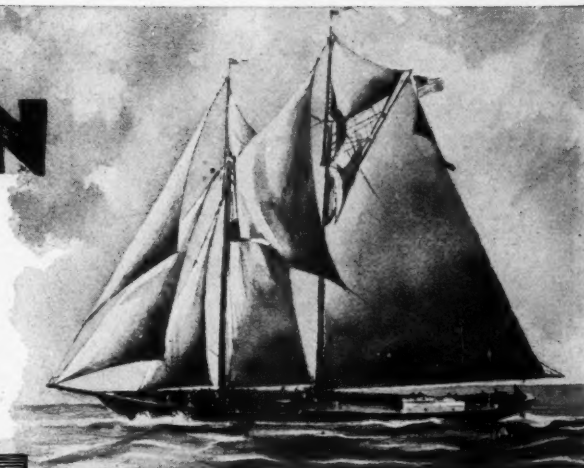
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NO. 12

A Policy and a Purpose

THE ATLANTIC FISHERMAN announces an expansion of editorial policy. News of production, which has always characterized this journal, will be augmented by increased attention to processing, handling, distribution and merchandising.

Behind this announcement lie months of careful planning and of consultation with many members of the industry. As a matter of fact, we have been urged so often to take this step that we are confident our decision to do so will meet with widespread approval.

Actually it is not entirely a new venture. Readers have noticed the publication of articles during the past few years devoted to various phases of the business beyond production. The decision to expand, and make these a regular feature of the ATLANTIC FISHERMAN, rather than incidental, is based on both the prompting of our readers, and several other well-grounded factors.

It is undeniable that production, although the very cornerstone of the industry, is valuable only insofar as it is consumed. The producer is the factory of the industry, dependent on the sales force—processors, wholesalers and retailers—for his income.

How much a producer gets for his catch depends not only on the supply, but also on the expense involved in putting it in the consumer's hands, its quality at point of sale, its appeal to the consumer, and the effort made to induce its purchase. The producer, then, has a very real interest in what happens to his catch after it leaves his hands.

Improved plant layout and processing methods, better packaging, modern sales methods, stimulation of demand, lower prices to the consumer, and a host of other advances that can be made are bound to react favorably upon ex-vessel prices and profits all along the line.

The ATLANTIC FISHERMAN proposes to deal with all these subjects in its columns, throwing light on new ideas that merit adoption, criticizing constructively existing practices that depress prices at the production point, and sales at the consumption point. There will be no curtailment of our present policy; everything we plan is additional to past performance.

From descriptions of improved gear and handling methods at sea, we will proceed to subjects of special importance at the seaboard and inland.

Can a better way to fillet, can or smoke fishery products be developed? Can a simpler, more efficient system for any step in processing be found? Our columns will describe it.

What about distribution? Would a different container or shipping method mean a larger profit, or saving, which would ultimately result in lower prices to consumers and better prices over the caplog?

And merchandising: how can it be improved? Demand must be stimulated; our present annual per capita consumption of 13.3 pounds of fishery products is a challenge to our industry. What factors have a bearing on this situation, and how can they be controlled so that more fish and shellfish will be consumed, with benefit to all?

These are just a few of the topics to be considered, all bearing, directly or indirectly, on production, and all being of importance to all branches of the industry.

Producers, we feel sure, will be quick to appreciate what this expansion in policy means to them. As processing and handling methods are improved, and our systems of distribution and merchandising are modernized, so will fishermen's returns improve.

Processors and distributors will now be able to obtain, regularly in the ATLANTIC FISHERMAN, information of particular value to them, as well as news of production, in which they are also interested.

The purpose of this broadened policy is to encourage and foster all practices and activities that will enable the fishing industry to cash in on its possibilities for profitable expansion.

We know of no one better qualified than our editor, James E. Munson, to discuss constructively the progress of fishery products from the producer to the consumer. Mr. Munson's knowledge of the fisheries extends to all branches of the industry, and to all localities where fish and shellfish are produced, processed and distributed; and his experience includes an understanding of merchandising problems. The scientific, technical and business aspects of the industry are thoroughly familiar to him, and his wide acquaintance with the individuals who comprise the industry will be of inestimable value to him in developing our enlarged program and fulfilling its purpose.

A stylized, handwritten signature of P. G. Lamson in dark ink.

PUBLISHER.

Persistent Sales Campaign Develops Large Market for Frozen Pollock Fillets

By John Del Torcio, Cape Ann Cold Storage Co., Gloucester, Mass.

IN these modern times it seems to be the ambition of managers of most business concerns to conceive some different method whereby a product may be improved both in quality and packing. We have all, within a few years, witnessed the successful development of the fillet business, which started on the Atlantic coast and was originally confined to haddock.

It was not so long ago that I can remember when there was more haddock produced than could be consumed by the fresh fish market, and from early Spring throughout the Summer large quantities of haddock were brought to Gloucester where they were split and salted for the export market.

Within a short space of time this has changed. Now we find a much larger fleet of these steamers equipped with the very latest type of equipment for fishing in deep water, powered with powerful engines which enable them to drag their nets in almost any weather, as well as to go quickly to the far away Quereau and Western Banks.

Still, with all these facilities, this improved fleet is unable to provide the market at all times with haddock in plentiful quantities, and must resort to following the schools of codfish and other species.

Appreciating that such conditions must naturally result in higher prices for haddock fillets, I was convinced that sooner or later a demand could be created for any species of fish that at certain seasons of the year was plentiful and could be filleted and offered to the trade at a reasonable price.

Early Sales Efforts Unsuccessful

Consequently about six years ago I began to experiment with the preparation and freezing of pollock fillets. This first venture was not very successful; I found the trade quite firm in its belief that this stock would not sell. I tried several times, continually endeavoring to improve the quality of the frozen stock. It was not until the Fall of 1934 that there seemed to be a ray of sunshine on the horizon in favor of poor Mr. Pollock.

At that time I found one or two distributors whom I convinced of the value of these frozen pollock fillets, and who were willing to cooperate with me. It may have been that possibly my courage was far greater than my good judgment during the production season, for I filleted and froze several hundred thousand pounds.

However, before the Winter was over I had sold them all, and after having passed through that period I felt assured that there was a future for this stock.

Pollock is a species of fish that is produced in some quantities throughout the year, but the bulk of the production is during the month of November when they are seeking the spawning grounds to deposit their spawn. For

many years at least 90% of the pollock have been landed by the gill net fleet, which leaves Gloucester in the early hours of the morning—usually between 3 and 4 A.M.—and after hauling the nets, returns to port, arriving here from noon until the late hours of the afternoon, all depending on the weather and amount of the catch.

You can readily see that this provides us with pollock landed on our wharf within a few hours after they are taken from the water. This places the Cape Ann Cold Storage in a very advantageous position for we are, as you can see, located within a few hours run from the pollock fishing grounds. As soon as a boat arrives at our wharf and starts unloading, we are able to have the fish in the filleting room, where the knives are fast separating the meat from the bone long before the last of the catch is unloaded from the boat.

We operate our own cold storage plant, and as the filleting room is part of the plant, the packed and boxed fillets are placed immediately in the freezing room. In this manner the consumer is assured of the very best quality of pollock fillets that it is possible to produce, and all food values originally in the fish as they come out of the water, are retained. There is no icing, no long transportation haul, no boxes of finished product waiting to be hauled to a freezer.

1935 Operations Show Gain Over 1934

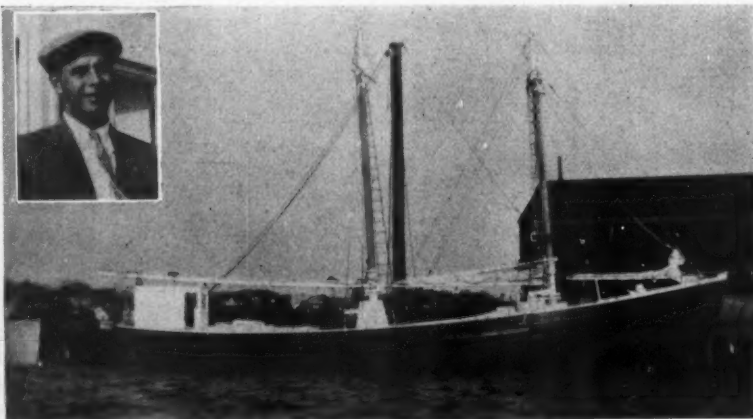
I am convinced that pollock fillets handled in this manner will satisfy the consumer and will lead to a far greater distribution. During 1935 I have frozen a far greater quantity than I did in 1934, and have found a ready sale for them.

In justice to the fishermen I believe it prudent to say a word in their behalf, for some of the fishing publications have carried stories of their great earnings during the past few weeks.

For the past few years these men have hardly received a living wage because they had no market for their catch except to the salters, who could pay only a small price on account of the poor demand for export, and who themselves were continually taking a loss.

Recently these boats have earned shares of from \$50 to \$133 per man, which has helped materially to make up for past losses. However, the impression that boats continually make such shares is quite incorrect.

During the week of November 17, a severe storm swept this coast and turned the ocean into a raging whirlpool, ruining thousands of dollars worth of nets. All is not a pleasant life for these men, who must fish in the most stormy sea during the cold and freezing weather of the early Winter in order to provide these pollock fillets for the consumer's table.



The "3 & 1 & 1" of Vineyard Haven, and her captain-owner, (inset), John Salvadore. The vessel was recently repowered with a 100 hp Wolverine Diesel, installed by the Hathaway Machinery Co., New Bedford, Mass.

Maine

Portland Men Elected As Officers of New Fish Company

By Alfred Elden

INCORPORATION papers of the Central-Eastern Fisheries, Inc., of Portland, successor of the Maine Coast Fisheries, Inc., have been approved at the attorney general's office in Augusta. Capitalized for \$200,000 the new company has as its president Mortimer D. Harris, and Treasurer Rufus H. Stone, of Portland. The Maine Coast Fisheries, Inc. was sponsored by the Maine ERA until it withdrew its support last August.

Lights to be Operated in Day Time to Aid Fishermen

As an experiment and chiefly to aid the Winter fishermen in and out of Casco Bay the Lighthouse Bureau will operate the lights on Portland Lightship and at Cape Elizabeth, the Two Lights and Portland Head, Spring Point Ledge and Portland Breakwater in the day time during fog, snowstorms and smoky or hazy weather. Navigators are asked to report whether this action has helped them.

Petition for Breakwater Turned Down

Although practically every resident of Monhegan Island signed the petition for a breakwater from the Southerly end of the island across the harbor toward Manana, the War Department has turned it down on the ground that the cost would be prohibitive for the benefit gained. Previous surveys, in 1916 and 1932 met a similar fate.

Cooperative Fish Co. Buys Netter "Lark"

The 45-foot netter *Lark* operated out of South Bristol for George Rice of Boothbay and an occasional visitor to Portland in recent years has been purchased by the Cooperative Fish Co., 26 Commercial Wharf, announces Louis H. Palmer, treasurer. The *Lark* will start operations at once in command of Captain Jay Hunt, augmenting the supply of fish brought by other boats of the concern.

Mackerel Schools Seen Off Maine Coast

Off Matinicus Island December 15 several of the largest mackerel schools ever seen in those waters were playing. It is most unusual for mackerel schools to be found in Maine in December.

Salmon Caught Off Jeffries Ledge

A most unusual incident was the catching on Christmas Day of a beautiful 10-pound salmon off Jeffries Ledge by those on the schooner *Benjamin Thompson*, Captain Jay Murphy. The salmon was taken from the vessel's trawls about 40 miles from Portland far beyond the limits where they are usually taken. The fish was sent by airplane to grace the table of Livingston Osborne, a prominent attorney of Chicago, the unusual gift being arranged by George L. Ratcliffe, president of the Portland Fish Company.

Quality of Sardine Pack Excellent

The quality of the sardines produced on the Maine coast this past season was excellent and prices as a rule were satisfactory both to fishermen and packers. In Eastport where in former years 17 sardine plants operated each season only two were open last Summer. Taken as a whole the pack was the best in the past six years.

Batteries Used for Herring Fishing

For many years around Passamaquoddy Bay fishermen worked at night using a birchbark torch soaked in kerosene to attract the schools of herring. In recent weeks several Eastport fishermen have equipped their boats with powerful batteries and many small light bulbs. This has proved effective in many cases. One fisherman caught \$27 of fish in a single night.

Criticizes Double-Gauge Law

Criticism of Maine's double gauge lobster law comes from Will Grindle, of Orland, Me., who writes: "When we could take from 3½ inches to as big as we could get, except seed lobsters, I had a nice business supplying the Summer trade here.



"Thar She Blows", a 35-footer built for Elmer Witham of Rockland, Me., by F. D. Winchenbaugh of Friendship. It makes 11 knots with its Buda 35 hp motor.

When the new law came it didn't pay me to fish. Where I got one that came under the new law, I got six that were over it, so I gave it up and went cutting pulp wood, the only thing you can do now without a license."

Fish Ladders to Aid Salmon Run

Fish ladders to facilitate the run of salmon up the Penobscot River are being installed at Veazie. The work will be completed in time for the Spring spawning.

Fishermen Have Narrow Escape

Lamont Sinnett, 63, and his son Frank, 29, had as narrow an escape from death in late December during three of the coldest days of the month, as may be imagined. In their 36-foot fishing boat *Alice and Edward* they left the Cape Christmas morning at 2 a.m. to fish in Jeffries Ledge. The weather was so bad that they turned back and were only three miles from home when the magneto failed. They worked for hours trying to make repairs but had to give it up. Off Boone Island they anchored but the cable parted and they were swept clear to Eastern Jeffries. After three days and nights of constant searching by Coast Guard cutters and airplanes a plane sighted them and radioed their position. The cutter *Antietam* soon picked them up and towed them to Portland. Fortunately their craft had a cabin and some fuel although toward the last they broke up inside fittings and burned them.

Gulls Getting too Bold

Fishermen reported that during a recent heavy offshore gale seagulls had been blown 100 miles out at sea. Unfortunately they didn't stay there. They are so numerous now as to be a real menace. They are also very bold and vicious. Recently a lobsterman was hauling his traps when a gull became familiar and lit on his shoulder. He paid it little attention when suddenly it nipped a piece out of one of the fisherman's ears. He knocked the bird overboard but it ate the piece of ear. This is a true story as the man showed his damaged aural appendage at the M. J. Flaherty Fish Co., Portland.

Port Clyde Proud of Capt. Coffin

"Do you know", says Fred Seavey, of Port Clyde, "that Port Clyde is the home of the only American born trawler captain out of Boston? Fact. This is Captain Clyson W. Coffin, son of Captain John Coffin of this port. His vessel was built at Bath and is named *Maine*. Coffin weighs 217 pounds and is not much more than a young man. In the last heavy gale that swept the Atlantic coast his vessel nosed her way into Boston Bay with fish that brought each member of the crew more than \$100 for a week's work. He rarely sleeps when fishing, fears no weather and asks no favors. Some boy."

Maine Representative for "Osco"

Oscar Smith & Sons Co., Philadelphia, Pa., announce the appointment of H. M. Schade, 7 Customhouse Wharf, Portland, Me., as their Maine representative for Osco-Ford marine motors, conversion units, Federal-Mogul propellers and Aquila bearings.

C. W. Canfield, Beachwood, N. J., acts in a similar capacity for the state of New Jersey.

Massachusetts Fisheries Association Elects Officers at Annual Meeting

At the annual meeting of the Massachusetts Fisheries Association, held December 12, Francis J. O'Hara was elected President for the ensuing year, succeeding John A. Tonneson. John Graham is the new Vice-President, succeeding B. Devereux Barker; William S. Wenneberg was re-elected Treasurer, and John A. Fulham continues as Secretary. A new office, that of Assistant Treasurer, was created, and Edmund L. Dunn elected to fill it.

Directors include Wallace Lee, A. L. Parker, B. C. Collins, B. J. Ahearn, Bart Whalen, Walter Hallett, T. J. Carroll, Chas. E. Burke, Alfred Henry, Wm. E. Westerbeke, John A. Tonneson, and the officers.

Lister Auxiliary Installed on "American"

A Model CD, 7 hp Lister Diesel auxiliary, driving a 1½ kw Westinghouse generator, was installed recently on the schooner *American*, Capt. Simon Theriault, by the Wharf Machine & Electric Co.

The Bosch fuel conversion completed by this Company on the trawler *Shawmut*, mentioned in our December issue, was on the Colo auxiliary, not on the main engine, the Company points out.

"Boston College" Goes South

Capt. Leo Favalora and crew left Boston on December 26 in the beam trawler *Boston College* for Norfolk, to begin winter dragging. They have done well in that locality the past two years.

On the Ways

During the month of December the following fishing boats were on the ways at the Atlantic Works of the Bethlehem Shipbuilding Corp.: *Maine*, *Coot*, *Boston College*, *Wm. J. O'Brien*, *Helen M.*, *Andover*, *Vandal*, and *Quincy*.

Vessels on the ways at Green's were the *Gertrude Parker*, *Shamrock*, and *Placentia*.

Capacity Increased in Creamer Plant

Loring C. Creamer, pioneer lobster dealer of Boston, has increased his storage tanks, to handle 40,000 pounds of live lobsters, in addition to four lobster cars with a capacity of 5,000 pounds each, or a total of 60,000 pounds of live lobsters.

Rowland Marine Products Co.

Rowland Marine Products Co., Northern Ave., are now purchasing waste from producers of clams, lobsters, shrimp, spawn and quahaugs in addition to their large cod liver, halibut and swordfish oil business.

Most of the vessels are now saving livers and find a ready market for cash from Dr. Rowland.



The "Rita B." owned by Capt. Azro M. Bly of Boston, and recently equipped with a new Cooper-Bessemer. Edison batteries are used.

Lightships Being Equipped with Radiobeacon

To safeguard shipping in New England waters, lightships off the coast, not already equipped with radiobeacons will, in the course of the next year, have installed a new radio warning beacon consisting of a very low-powered set emitting a warble danger signal constantly during thick weather.

Hen and Chickens Lightship in Vineyard Sound, and the Eastern Point lighthouse on Gloucester Breakwater, have already been equipped with these new sets and were placed in operation about Dec. 1. Stone Horse, Handkerchief, Cross Rip and Brenton Reef lightships, all below Cape Cod, and many others along the Atlantic, Gulf and Pacific Coasts will be equipped with the new signals.

Boston Fish Pier Landings for December

(Hailing Fares)

(Figure after names indicates number of trips)

| | | | |
|------------------------------------|---------|-------------------------------|---------|
| <i>Adventure</i> (3) | 221,000 | <i>Joffre</i> (1) | 63,000 |
| <i>Alvan T. Fuller</i> (3) | 155,000 | <i>Kingfisher</i> (2) | 241,000 |
| <i>American</i> (2) | 61,500 | <i>Lark</i> (2) | 127,000 |
| <i>Amherst</i> (3) | 267,000 | <i>Laura Goulart</i> (2) | 55,000 |
| <i>Andover</i> (3) | 232,000 | <i>Leonora C.</i> (3) | 123,000 |
| <i>Atlantic</i> (4) | 399,000 | <i>Loon</i> (3) | 318,000 |
| <i>Babe Sears</i> (2) | 66,800 | <i>Magellan</i> (2) | 85,000 |
| <i>Billow</i> (2) | 165,000 | <i>Maine</i> (3) | 424,000 |
| <i>Boston</i> (2) | 133,000 | <i>Maris Stella</i> (3) | 214,000 |
| <i>Boston College</i> (3) | 230,000 | <i>Marjorie Parker</i> (3) | 77,000 |
| <i>Brant</i> (2) | 162,000 | <i>Mary de Costa</i> (1) | 57,000 |
| <i>Breeze</i> (2) | 262,000 | <i>Mary E. O'Hara</i> (3) | 166,000 |
| <i>Brookline</i> (3) | 302,000 | <i>Mary P. Goulart</i> (2) | 99,000 |
| <i>Cambridge</i> (2) | 189,000 | <i>Natale II</i> (2) | 56,700 |
| <i>Comber</i> (1) | 75,500 | <i>Natalie Hammond</i> (2) | 53,300 |
| <i>Coot</i> (1) | 91,000 | <i>Newfoundland</i> (1) | 54,500 |
| <i>Corinthian</i> (2) | 101,000 | <i>Newton</i> (4) | 424,000 |
| <i>Cormorant</i> (2) | 196,000 | <i>Notre Dame</i> (2) | 209,000 |
| <i>Cornell</i> (3) | 199,000 | <i>Ocean</i> (2) | 249,000 |
| <i>Curlew</i> (2) | 160,500 | <i>Olivia Brown</i> (2) | 121,500 |
| <i>Dartmouth</i> (3) | 241,000 | <i>Paolina</i> (3) | 136,900 |
| <i>Donald</i> (3) | 148,000 | <i>Patrick J. O'Hara</i> (1) | 85,000 |
| <i>Dorchester</i> (3) | 265,700 | <i>Penguin</i> (3) | 336,000 |
| <i>Ebb</i> (4) | 377,000 | <i>Plover</i> (3) | 275,000 |
| <i>Edith C. Rose</i> (1) | 36,500 | <i>Plymouth</i> (3) | 249,200 |
| <i>Edith L. Boudreau</i> (2) | 95,000 | <i>Pollyanna</i> (1) | 60,000 |
| <i>Elk</i> (2) | 106,500 | <i>Princeton</i> (2) | 125,000 |
| <i>Elvira Gaspar</i> (2) | 75,100 | <i>Quincy</i> (3) | 294,000 |
| <i>Evelina M. Goulart</i> (3) | 117,500 | <i>Rainbow</i> (2) | 91,000 |
| <i>Exeter</i> (3) | 168,500 | <i>Raymonde</i> (1) | 49,600 |
| <i>Fabia</i> (3) | 330,000 | <i>Rhodora</i> (1) | 41,000 |
| <i>Famiglia</i> (2) | 54,500 | <i>Ripple</i> (2) | 191,000 |
| <i>Flow</i> (3) | 475,000 | <i>St. Rosalie</i> (1) | 41,000 |
| <i>Foam</i> (1) | 65,000 | <i>Salvatore</i> (1) | 35,000 |
| <i>Fordham</i> (2) | 123,000 | <i>Santina D.</i> (2) | 64,700 |
| <i>Gale</i> (2) | 124,000 | <i>Saturn</i> (2) | 205,000 |
| <i>Gemma</i> (3) | 187,500 | <i>Sea</i> (3) | 426,000 |
| <i>Georgetown</i> (2) | 237,000 | <i>Shamrock</i> (2) | 121,000 |
| <i>Geraldine & Phyllis</i> (3) | 98,700 | <i>Shawmut</i> (2) | 261,000 |
| <i>Gertrude de Costa</i> (2) | 101,000 | <i>Spray</i> (2) | 162,000 |
| <i>Gertrude L. Thebaud</i> (4) | 154,000 | <i>Teal</i> (2) | 209,000 |
| <i>Gertrude M. Fauci</i> (2) | 160,000 | <i>Tern</i> (1) | 116,000 |
| <i>Gertrude Parker</i> (2) | 114,000 | <i>Thomas Whalen</i> (3) | 393,800 |
| <i>Gossoon</i> (3) | 180,000 | <i>Tide</i> (3) | 217,000 |
| <i>Gov. Al Smith</i> (3) | 172,000 | <i>Trimount</i> (3) | 238,000 |
| <i>Grand Marshall</i> (2) | 61,100 | <i>Vagabond</i> (3) | 105,000 |
| <i>Harvard</i> (3) | 291,000 | <i>Vandal</i> (3) | 101,500 |
| <i>Hekla</i> (3) | 376,000 | <i>Venture II</i> (2) | 121,200 |
| <i>Helen M.</i> (3) | 97,500 | <i>Wamsutta</i> (2) | 90,500 |
| <i>Heron</i> (3) | 295,000 | <i>Wave</i> (3) | 182,000 |
| <i>Holy Cross</i> (2) | 167,000 | <i>Whitecap</i> (2) | 157,000 |
| <i>Illinois</i> (3) | 392,000 | <i>Widgeon</i> (1) | 90,000 |
| <i>Ingomar</i> (2) | 64,000 | <i>Wild Goose</i> (2) | 169,000 |
| <i>Isabelle Parker</i> (2) | 69,000 | <i>William J. O'Brien</i> (2) | 153,000 |
| <i>Jennie & Julia</i> (1) | 32,000 | <i>William L. Putnam</i> (3) | 110,200 |
| | | <i>Winthrop</i> (3) | 199,000 |
| | | <i>Yankee</i> (2) | 174,500 |



Left to right: Charlie Starrett, port captain, F. J. O'Hara Trawling Co., Boston; Captain John Dahlmar, skipper of the "Superior" of Gloucester; Capt. Morton Selig of the "Illinois"; Capt. Nick Foley of the "Mao IV", of Boston.

Essex

Experiencing Shipbuilding Boom. Movie Men Buy Schooner

By Gardner Lamson

ESSEX is experiencing a shipbuilding boom with as many as four fishing vessels to be constructed within the next year. The keel of what is to be a 98 ft. schooner was started last month at the Story Yards.

Jacob Story already has a large force of men at work building a 63 ft. gill netter for Christopher and Percy Parisi of Gloucester, both of whom were formerly with Capt. Austin Wonson on the *Virginia and Joan*. This is the first schooner on Essex stocks since the construction of the local mackerel seiner *Superior* some three years ago.

The 98 ft. craft is to be built for Capt. Mike Smith of New Bedford, skipper of the ill-fated dragger *Julia* which went ashore near Montauk Point, N. Y., and pounded to pieces. Capt. Smith will have a 230 hp Cooper-Bessemer Diesel engine installed.

The third large schooner, it is understood, is to be constructed for Capt. Dan Mullins of New Bedford. This job, however, may possibly go to a Maine builder.

The fourth is still in the air, but providing satisfactory arrangements can be made, will be in the making before the dawn of 1937.

"Oretha F. Spinney" Sold

The 133-ton schooner *Oretha F. Spinney*, built in the yards of John F. James & Son in Essex in 1921, was sold on January 2 to the Metro-Goldwyn-Mayer moving picture corporation of Hollywood, Cal., for a price said to be about \$25,000.

Her former owners were Capt. Carl C. Olsen and Capt. Lemuel F. Spinney, of Gloucester. She has been halibuting for several years under command of Capt. Olsen and was high-line the past two years.

Her next voyage will be through the Panama canal to Hollywood in command of a skipper brought here by the moving picture people.

The *Spinney* measures 107.2 ft. long, is 24 ft. wide, and 11.3 feet deep, and only last year had installed a new 230-horsepower Cooper-Bessemer engine.

The movies want her for all pictures in which a Gloucester schooner is needed.

Fishermen Leave for South

Now that Christmas is over many of the local fishing fleet are leaving for the South. They will operate from Norfolk, Phoebus, and Portsmouth, Va., while others will make Cape May, N. J., their base, to remain until the latter part of March when they will return to change over to mackerel seining.

Among the vessels which left immediately after the Christmas holidays were the *Josephine and Mary*, Capt. Joe Palazolla; *Marietta and Mary*, Capt. Sam Giamanco; *Alicia*, Capt. Joe Morris; *Sebastiana C.*, Capt. Charles Nelson; *St. Rosalie*, Capt. Sam Parisi; *Elvira Gaspar*, Capt. Joaquim Gaspar; *Evelyn G. Sears*, Capt. Anthony Sears, and the *Funchal*, Capt. Manuel Bartlo.

Everett James

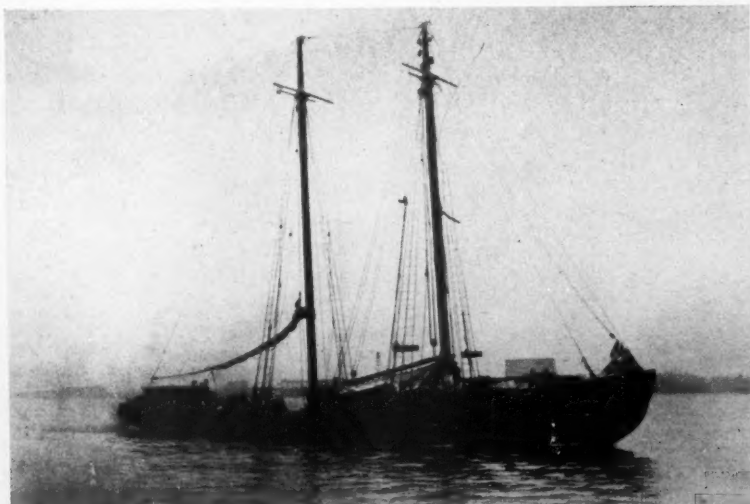
Everett B. James, prominent builder of fine fishing schooners and yachts died at his home in Essex on Jan. 1. He was in his 72nd year and was the third generation of shipwrights at the same location.

From his yards were launched many famous racing fishing schooners, including the *Esperanto*, *Mayflower*, and *Puritan*. He also built the *Wanderer* and the *Oretha F. Spinney*.

Mackerel Netters Get Good Trips

Ten mackerel netters ventured forth on December 19, despite the cold weather, and landed in Boston the following day with fine fares. They received 9c per pound at Boston, where 21,000 pounds were landed, while at Gloucester, where 35,000 pounds were landed on the wharves, the price paid was 7½c.

The high liner was Captain Colin Powers and crew of the *Huntington-Sanford*, who had 22,400 pounds which



Capt. Simon Theriault's "American" of Gloucester, equipped with a Hyde propeller, Shipmate range, Lister Diesel auxiliary, and International Flare-Signal dory signal outfits. A new 200 hp Atlas Imperial Diesel will soon be installed.

were sold to the Producers Fish Co. For the night's work, each member of the crew received \$127.

Portland Gill Netters Leave for Home

Some of the Portland gill netters left last month for home, now that the pollock season is over. Capt. Harold Paulsen and crew in the *Dorothy and Ethel* were the first to leave.

The *Hortense*, Capt. Roy Curtis and the *Elizabeth B.*, Capt. Ira Griffin, both of the Portland Fishing Co. fleet left later, and were followed by the *Richard J.*, Capt. Eino Johnson and the *Richard J. II*, Capt. Irvin Paulsen, both of which have been landing their gill net fares at the Cape Ann Cold Storage Co. wharf in Gloucester.

Atlas Engines Installed

With a new 200 hp Atlas engine installed in the schooner *Doris F. Amero*, Capt. Nels Amero was scheduled to sail on December 26 for the vicinity of New York where he will land his fares the rest of the Winter.

Another craft to have a 200 hp Atlas is the schooner *American*, Capt. Simon P. Theriault, who is her skipper-owner.

New Wolverine Installed

The *Mary M.* returned on December 23 from Bridgeport, Conn., with a new 100 hp Wolverine engine. Capt. Meagher, her skipper, plans to go dragging.

On Final Seining Trip

Undaunted by the lateness of the year, Capt. Frank Foote and crew sailed on December 13 in the schooner *Ruth and Margaret* on the final mackerel seining trip of the year, heading for the vicinity of Fire Island, N. Y.

This is believed to be the latest that a seiner has left on such a voyage in years.

"Radio II" Sinks

En route to Gloucester with 235,000 pounds of salt cod for Gorton-Pew Fisheries, the Halifax motor vessel *Radio II*, Capt. Cecil M. Thurber, sprung a leak while crossing the Bay of Fundy, and sank on December 20.

Her crew of four, after pumping frantically for six hours in an effort to save their 74 ft. vessel, took to the lone dory and rowed through the icy breezes to shore, touching at Cheryfield near Machias, Maine.

Emphasizes Importance of Fishery By-Products

Emphasizing the growing importance of by-products of the fishing industry, and especially cod liver oil, Raymond N. Allen, who is in charge of the biological laboratory of the Gorton-Pew Fisheries Co., Ltd., states that pharmaceutical production of vitamin preparations are exceeded in volume only by laxatives and cold remedies. And the growing use of resistance building medicines for cold prevention makes it likely that the vitamins will soon be first, he stated.

Buys Former Sub-Chaser

The 105-foot auxiliary boat *North Star*, former Navy sub-chaser, was purchased on December 18 by Capt. Joe Nevello, of Gloucester, from her former owner, Henry Bloom of Dench

& Hardy, Boston Fish Pier. Capt. Nevello will take her South for the Winter dragging season out of Norfolk, Va., and will enter the mackerel seining game next Spring.

Capt. Nevello has been fishing in the local dragger *Uncle Sam*, Capt. Sam Scola, in which he owned half and Capt. Sam the other half. Capt. Scola has bought Nevello's half.

The *North Star* was built originally as a sub-chaser for the navy, being launched during the World War in 1919, at Camden, Me. She is 105 feet long, 15 feet wide, and 7.9 feet deep, being of 79 gross tonnage. Following the war she was sold to the fisheries and more recently has been commanded in the mackerel seining game by Capt. Leo Favalora who has made good in her.

"Irene and Mabel" Meets Plenty of Bad Luck

Capt. William Tobey, master of the local schooner *Irene and Mabel*, was congratulating himself on December 23, in having made a big trip with 60,000 pounds of yellowtails and whitefish in his holds, as he steamed through a blinding snow squall up New York harbor with Fulton Market his goal. He was looking forward to selling on December 24th, then immediately sailing for Gloucester and home to spend the Christmas holiday with his family while the rest of the crew entertained similarly pleasant thoughts.

Then a barge got in the way of his boat, one of the countless hazards a fishing schooner braves in running the gauntlet of New York harbor, and the result was that the *Irene and Mabel* was forced to remain in port until late afternoon until the legal part of the collision was settled. No one on either schooner or barge was injured by the collision, but considerable damage was done to the barge, it is reported.

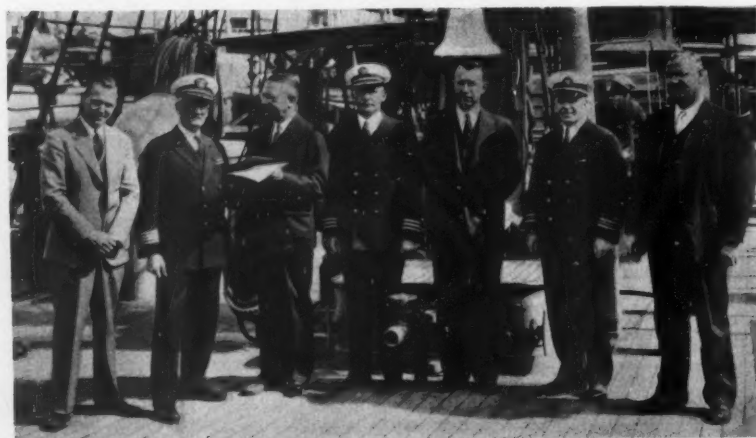
Sailing out of New York at 3 o'clock on the afternoon of the 24th, Capt. Tobey still had hopes of spending at least part of the holiday at home, when a few hours out, the water pump on the engine broke and the skipper was forced to make for Bridgeport, Conn., where repairs were made. Mrs. Tobey received her husband's greeting by way of the telephone with the added comment that with a change of fortune, the skipper should be home in time to start the New Year in Gloucester.

Local Dragger Ashore at Wood's Hole

A beacon light that failed is given as the cause for the local dragger *Elva and Estelle*, Capt. Manuel I. Silveira, to go ashore at the entrance to Woods Hole harbor on January 1, Coast Guardsmen were still trying the following day to release her from her position that she may resume her voyage from New Bedford to Gloucester. She had gone from New Bedford to have a new winch installed and intended to return to re-fit and then go South for the Winter.

Fish Pier Committee Appointed

The committee of 10 to consider the plan of a Gloucester fish pier has been named. They are Thomas J. Carroll, Capt. Ben Pine, Jesse R. Kenyon, Capt. Frank Saunders, Benjamin Curcuro, John J. Burke, Frank V. Oliver, Everett R. Jodrey, Capt. Albert Arnold, and J. Norman Abbott.



A recent ceremony aboard the Massachusetts Nautical Training Ship "Nantucket", showing the Esso Marketer's New England Division Manager, T. H. Taylor, presenting Lubetext to Capt. Clarence A. Abele. A copy of this booklet was given to each cadet for use in his technical classes covering lubrication problems. The group in the picture, from left to right: H. K. Parker, N. E. Lubrication Assistant, Esso Marketers; Capt. Abele; T. H. Taylor; Commander R. M. Gray of the "Nantucket"; W. F. Nee, New England Division Essomarine salesman; Lt. Commander E. L. Kelly, Chief Engineer of the "Nantucket"; Capt. Alexander MacKay, Representative of Esso Marketers Marine Department.

Vineyard

Reports Plenty of Luck Afloat If Fishermen are Willing to Work

By J. C. Allen

THE end of 1935 passes to looward and the world stands at the caplog, ready to cast off and make sail on a new voyage. From all quarters of the compass you can hear hails from people of all kinds who are attempting to tell the cockeyed world just what it should do in order to make 1936 a successful trip, and the Wheelhouse Loafer who pilots this column offers the opinion of a shoal-draught intellect that most of it is bilge.

The Vineyard fishing industry is an average segment of industry in general. What applies in a general way to this industry, applied also to all other industries. And so, considering all things from an unbiased standpoint, we can conscientiously stand on our hind legs and state that so far as the past season is concerned, Nature did her part nobly. If any man didn't do well it was because he directed his efforts in the wrong direction, or what is more probable, he didn't work.

Lobstermen Who Set Gear Made Good Money

There are some lobstermen, for example, who will tell the popeyed world that they didn't make a dollar in 1934 and therefore did not set their gear in 1935. But of those lads who did set their gear, a majority of 'em hailed the biggest season in years. Better lobsters, more of 'em, and better prices. And there is not one blasted bit of evidence to show that this was caused by a smaller number of men fishing, either. No, but the lobsters ran heaviest at an odd part of the season. That's all.

Trend of Market Prices Higher

There have been ups and downs in all other branches of fishing, but it is a fact that the trend of market prices for the past year, right up to Christmas time, has been higher than it has been for a long time. This is noticeable in the case of yellowtail flounders, the principal catch of our otter-trawlers during the past twelve months.

Mackerel Season Best Ever

Fewer cod were taken in Vineyard waters during the past year and almost no haddock. But it has been the greatest mackerel season that most men can remember, and from the first of the drag-netting in the Spring, until the week before Christmas, prices on mackerel were good, with frequent periods when they went to the masthead and hung there.

Considering Proposal to Stop Dragging within 3-Mile Limit

As the Loafer has frequently observed, the future of small-boat fishing in these waters lies, apparently, in hand-lining and lobstering, and not in continuing with otter-trawls. More and more it becomes apparent that the nets are driving the fish out of shoal water. Indeed, this has become so apparent that there is already a movement on foot to see how the fishermen will react to a proposal to stop all dragging within the three-mile limit. What may come of it depends on the fishermen, and no man can guess what they will decide. But this is sure, that they will change some tactics of their own accord if conditions continue as they have been. Fortunes in bluefish schooled around the Vineyard last Summer, yet few were taken. Why? Just because no one attempted to take them with anything but drails.

And in signing off for the end of the trip, it is the Loafer's contention that there will be ample luck afloat for all hands in 1936, if they will forget some of the methods of the past decade and perhaps remember some of the past century instead. But in any event, there will be a dollar for the man who earns it and the lubber who doesn't earn it, doesn't deserve it and you may lay to that.



The "Robert M. Utz", Greenport oyster dredger, at the Utz plant. The boat is equipped with Eveready batteries.

Long Island

Oysters Get Publicity On Nation-wide Hook-up

THE Long Island oyster industry received a lot of publicity on December 17 when Manager Charles Woolley of the J. & J. W. Elsworth Oyster Co. of Greenport, spoke over the radio on a coast-to-coast network describing how the bivalves are dredged and prepared for market. Mr. Woolley, who is also a trustee of the Village of Greenport, explained all the details in answer to questions asked by two well known National Broadcasting Company announcers, Ben Grauer and Cameron King. The program was broadcast from the Elsworth Company's plant at Greenport over Station WEAF.

Oystermen Attend Special Meeting of Supervisors

Joseph Glancy, representing the Bluepoints Co., and Dr. George H. Vanderborgh went to Riverhead on December 23 to attend the special meeting of the Board of Supervisors, prepared to enter a protest on behalf of the shellfish industry of any attempt which the Board might make to reopen the matter of the appointment of a commission to control the water supply of Suffolk County. Supervisor Watt, of Huntington, again introduced a resolution for such an appointment but failed to carry it through. The local representatives expressed their commendation of Supervisor Warren Greenhalgh, who firmly and emphatically opposed any such movement.

Fishermen Make Inspection Trip Along Coast of N. J.

John Griek, Dingman De Koning and Anthony Verspoor, members of the Long Island Fish Co., spent December 18 and 19 on a trip of inspection along the coast of New Jersey. They were accompanied by J. J. Wode, of the American Net and Twine Co. The men inspected various fishing establishments for the purpose of comparing methods employed by New Jersey fishermen with those on Long Island. They report that the trip was both interesting and instructive, giving them new ideas of some phases of the fishing industry.

Boat Builders and Machine Shops Busy

Walter Lightner, West Sayville, boat builder, is building a 28 ft. cabin cruiser for Hebert Muncie of Hempstead, L. I., to be powered with a Gray engine, and will start a 26 ft. sea skiff for Dr. Burt Otto to be powered with a Gray engine. Both these boats were designed by Mr. Lightner.

Remodelling Jobs

Mr. Lightner reported that he expects two fishing boat jobs soon. One on the *Mildred and Madeline*, a dragger owned by Ed Buys and M. Verchure, which will be remodeled, and a new engine is expected to be installed. The other job is on the dragger *Sadie Nickerson*, owned by Thomas Thomason, which is to be remodeled.

Enjoys Good Season

Harry W. Sweet, President of the ship yard at Greenport bearing his name, has enjoyed one of his best seasons. He operates eight marine railways, and hauls boats up to 500 tons. He has just completed the installation of a 120 hp Fairbanks-Morse engine in the sport fisherman *Idletime* for J. S. Wittonebell, also two 60 hp Fairbanks-Morse engines in the sport fisherman *Innesfree* for D. M. Bell of New York City. He handles Exide batteries, Shipmate ranges and Columbian propellers.

I. K. Jensen Installs F-M Diesel

At West Sayville, Capt. Bill De Graff has recently installed a 150 hp Fairbanks-Morse in his boat, the *E. S. Dickenson*, which is to be used scallop dragging and menhaden fishing. The installation was made under the direction of I. K. Jensen, proprietor of I. K. Jensen Machine Shop. The 150 hp Fairbanks-Morse replaces a 100 hp engine of the same make. A new Columbian propeller will also be installed. A new quarter deck of heavy oak was put in by Walter Lightner, boat builder. Capt. De Graff expects his boat to be ready for fishing in early Spring. The I. K. Jensen Company will also put on a new Jensen hauling winch.

The I. K. Jensen Machine Shop services most of the fishermen's engines in this locality. Mr. Jensen is sales agent for Palmer engines and Fairbanks-Morse Diesels.

Greenport Shipyard

August Reiter, manager of the Greenport Shipyard, Inc., had several fishing boats on the ways last month.

Socony Dealer

Dave Tuthill, Socony dealer at Greenport has two tank cars delivering Socony fuel oil in this locality, in addition to his marine service station on his wharf.

Manufacturing Barrels

Mr. Kincaid, manager of Farmco Manufacturing Co., manufacturers of barrels for oyster dealers, keeps his gang busy assembling barrels.

Plenty of Activity at Elsworth Plant

At the J. & J. W. Elsworth Co. plant, Charles Woolley, manager, advised that business was good. Capt. Royal Dicker and Capt. Carl Anderson, general manager and part owner, were busy around the plant. This Company operates 5 boats—the *Commander*, powered with a 60 hp Fairbanks-Morse, the *Commodore*, with a 45 hp Fairbanks-Morse, the *Admiral*, with a 60 hp Fairbanks-Morse, the *Lieutenant*, with a 40 hp Fairbanks-Morse, and the *Eagle* with a 25 hp Wolverine.

Dealers in both barreled and opened oysters, the shucking plant of this concern is equipped with plenty of Monel Metal, and other products used in this department include Le Comte and Fein cans, Lily Tulip cups, and Hersey waterproof barrel covers.

Greenport Oyster Co.

James U. Lester, one of the owners of the Greenport Oyster Co., a subsidiary of the Lester & Toner Co., reports that the Company is operating 6 boats, three powered with Wolverine engines, one with a Fairbanks-Morse, and two with gasoline engines.

His Company has two plants in Greenport, one for barreled and one for opened oysters.

Monel Metal is used extensively in the opening plant. Lily Tulip cups, Continental Cans, and Farmco Mfg. Co. barrels are also used.

Frosted Oysters Well Liked

Paul Mercer, Manager of the Bluepoints Co., Inc. states that the Company's new packages of Birdseye Frosted Oysters are meeting with instant approval. They put out a 12 ounce package for retail trade and a one-half gallon and gallon package for hotel and restaurant trade.

Oyster Shipper for 50 Years

Frederick Ockers, one of the oldest oyster dealers on Long Island, now in his 77th year, started shucking oysters at the age of 7, and has been a shipper nearly 50 years. He reports a good season to date and is very optimistic for the Winter business. His assistant manager, Gerrit Van Emmerik has been on the job 35 years. Mr. Ockers operates two boats.

New York Fish Buyers Give Recipe For a Happier New Year for All

By Larry Herzog

IT is one thing to say "Happy New Year to you", and still another thing to make it come true. A recipe for a happier new year to those engaged in the fish business was secured from representatives of different branches of the industry. It is given herewith:

W. A. Winant of Lockwood & Winant, Fulton Market Wholesalers, says:—

"It will be a happier new year for all of us wholesalers, and for our shippers if at all times the best grade and the best packed products were received at Fulton Market.

"Most of the damage is done to the product within the first two hours after capture. Perfect handling from then on won't change damaged raw materials into grade A products. Likewise, poorly packed, well handled products, are poor quality on arrival. Both of these errors make for poor quality products, and carries its own financial loss not only to the shipper, but to all concerned.

"Another thing that would make for a happier new year would be if all shippers realize that Fulton Market is not a Friday market. Large quantities of fish are sold from Monday on. The shipper who waits for Wednesday to ship an accumulation of fish is working a hardship not only on himself, but for other shippers, wholesalers, and retailers."

C. L. Guyman, of the Atlantic Coast Fisheries Co., says:—

"The new year would be happier for fish producers if wholesalers would handle a better quality of product. When first grade products priced at reasonable profit are displayed alongside those of poor quality priced at a loss in order to move, many customers may buy the latter because of the price difference. No one profits by this business. Every one loses, and an irrevocable harm is done to the entire industry.

"Many wholesalers throughout the country have been encouraged by better financial results during 1935 and have, in consequence, become aggressive in reopening markets which were lost entirely during the depression.

"If the trend toward a strictly fresh quality would be definitely set as a wholesaler policy, the lot of the producers would be a happier one during 1936."

Mrs. S. Hestlund, Washington Market Retailer, says:—

"The better fish retailers who hold to strictly fresh quality products would have a much happier time during 1936 if they could be free of the competition from stores who sell poor quality products bought at fire sale price levels.

"The price of first quality fish is too high. The price of poor quality fish is too low. With more of the former and less of the latter, a lower price level for first quality products could be set. This would profit every one concerned. It would increase the retailer's profit by reducing his competition with poor grade products. It would also increase the retailer's gross sales, because prices to the consumers could be lowered."

S. Ernest, General Purchasing Agent, Hotel New Yorker Chain, says:—

"My new year would be happier if I didn't have to return so much poor grade fish. I will only approve a strictly fresh grade fish. All others I return. There are only two kinds of fish, first quality fish, and fish unfit for human consumption. Possibly more first grade fish would reduce the losses of the fish dealers, and would permit of lower prices to institutions like ours."

Gentlemen of the Fish Business, a Happier New Year to you can only come with a single standard of "first quality". Can't this be secured by general consent without laws, committees, and codes?

1936 Building Program Starts!

JUST at the moment of going to press with this issue, word reached us that the Bay State Fishing Co., Fish Pier, Boston, had placed contracts for three new steel, Diesel-driven trawlers for its 40-Fathom fleet. Presses were stopped, while a call to B. Devereux Barker, President of the Company, confirmed the report, and a subsequent interview brought out the following details:

The three trawlers will be built by the Bath Iron Works, Bath, Me., and will be delivered next Summer. The three will be identical in size and equipment. Dimensions will be approximately 142 feet in length by 25 feet beam. Each trawler will be powered with a 600 hp, slow speed, heavy duty McIntosh & Seymour Diesel, giving a speed of about 11 knots. These will be the largest Diesels in fishing service on the Atlantic Coast. Other equipment includes Exide batteries, Edson steering gear, Shipmate ranges, Cunningham whistles, and winches, gallows frames, bollards, and other trawling equipment supplied by the New England Trawler Equipment Co.

Fish holds will be specially constructed with an original adaptation of refrigeration to provide flexible insulation and ensure first quality fish for every pound of every fare.

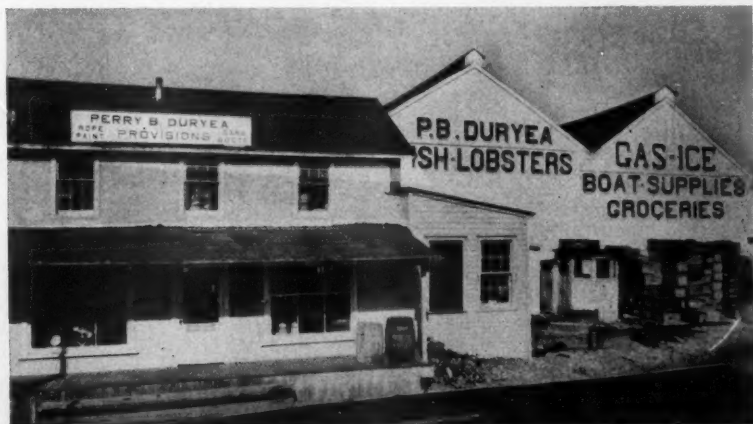
More than 100 suggestions for improvements were obtained from engineers, captains, and others associated with the Company's operations, resulting in designs that incorporate the last word in efficiency in every phase of construction.

Further details will appear in subsequent issues.

This report confirms in graphic manner the ATLANTIC FISHERMAN's prediction that 1936 would see more new trawlers added to the New England fishing fleet. Other announcements are likely to be made in the near future.

New York Vessel Landings Decline

Vessel landings at Fulton Market from November 17 to December 16 reached the low mark since this column has been making a monthly clock on landings. Winter gales seem to have blown quite a number of regular producing units from this port. Only 43 boats landed at Fulton Market during the past 30-day period, as against 75 for the previous period. Only 73 trips were made by these vessels as against 132 trips for the previous month. Total landings dropped to 1,842,200 pounds of fish and 4,750 gallons of scallops.



In addition to his fish and lobster business, Perry B. Duryea, well-known Montauk operator, runs a fishermen's supply store, where Plymouth rope, Linen Thread nets and netting, Woolsey paint and other necessities are carried.

Maryland

Oyster Prices Reach Highest Peak in Years During Holidays

By Edward Bowdoin

THE oyster business boomed last month in Somerset County as the pre-Christmas trade reached its full stride with prices high, oysters plentiful and the demand encouraging.

The seasonal rush centered in Crisfield, where shipments as high as 20,000 gallons daily were reported.

Prices at Crisfield averaged from \$1.20 to \$1.50 a gallon—the highest in many years—and the best stock was bringing a peak of \$1.75 a gallon.

Humming along at full capacity, the more than 50 packing houses in the county found employment for more than 2,500 persons.

The phenomenal yield from Mud Rock, in Tangier sound, planted 18 months ago by the Conservation Commission, was a great stimulus to the industry. Chief Inspector Elmer O. Townsend estimated the recently opened area already had yielded more than 100,000 bushels of fine oysters.

Dredgers and tongers found good picking on this rock and received returns of from 50 to 60 cents a bushel for their catches.

Quinn Buys Boat to Add to Menhaden Fleet

Wallace M. Quinn has purchased another boat in Seaford, Del., and will convert this boat into a fish steamer to join his fleet in Fernandina, Fla. The boat is 75 ft. long and 16 ft. wide. She will be powered with a 100 hp Atlas Imperial Diesel engine.

Preparing for Herring Season

During January the shad and herring fishermen will begin to prepare for the fishing season, driving poles, repairing and purchasing new nets, and overhauling their boats. The season opens in the Virginia section of the Chesapeake Bay in February and in the Maryland waters the first day of March. Herring begin to run in February if the weather is warm. The fishermen have had three bad years, but are expecting a better season this year.

Smiths Island Fishermen Have Good Season

The fishermen of Smiths Island, about seven miles from Crisfield, have enjoyed real old-time prosperity this Fall. Oysters have been more plentiful and brought a better price.

Two Oyster Bars Re-opened

Two of Maryland's most productive oyster bars, Parker's Rock off Anne Arundel County and Mud Rock in Tangier Sound, were reopened to oystermen last month after being closed since shortly before Thanksgiving.

The rocks were first opened the middle of November after having been closed for some time to allow oysters planted on them to mature.

Oyster Smokes Pipe

The newest curio in the way of a freak oyster was received by William H. Dryden, who is a large producer and shipper of sea food.

The oyster is large and is, apparently addicted to tobacco. The size and shape depicts an old man sucking away on an old clay pipe. The oyster spawn had evidently become lodged against the stem of the pipe, and the oyster thrived and grew to a large size, and seemingly, had become so "well attached" to the pipe, that it was eternally puffing on it.

Florida

Fish Producers Hold Annual Convention and Election

By Al Chiaramonte

MORE than 100 commercial fishermen of Florida, attending the annual convention of the Florida Fish Producers Association at Sarasota last month, adjourned their three-day session after electing officers and approving the prevailing wholesale price scale for fish with one exception.

Officers Elected

Omah A. Clark, of Naples, was reelected president of the Association. Other officers elected were O. C. Davis, Cedar Key, first vice president; John Hartley, Sr., Miami, second vice president; Raddi Davis, Cedar Key, third vice president; Jack Mitchell, Cortez, fourth vice president, and Miss Winnie Storter, Naples, secretary-treasurer.

Members elected to the Board of Directors and the counties they will represent are Ben J. Seale, Sarasota, representing Sarasota and Manatee Counties; I. D. Hancock, Chokoloskee, Collier County; Lewis Hord, St. James City, Lee and Charlotte Counties; Harry Mann, Gulfport, Pinellas and Hillsborough Counties; Raddi Davis, Cedar Key, Pasco, Citrus, and Levy Counties; Andy Morgan, Horseshoe, Dixie and Taylor Counties; I. N. Willis, Miami, Dade County; Walter Stone and A. F. McDonald, representing districts on the East Coast above Dade County. Two more representatives on the Board from the East Coast and one more from the West Coast will be named at a later date.

The wholesale price scale as announced by Miss Storter, secretary, follows:

Trout, 7c; silver mullet, 2½c; grey mullet, 3c; pompano, 25c, (under one pound, 12c); snook, three pounds and over, 4c; red fish, three pounds and over, 3½c (redfish and snook under three pounds are classed as bottom fish); mackerel, 5c; kingfish, 5c; mutton snappers, 7c; grouper over three pounds, 3c; yellowtail, 8c, and blue fish, 5c. These are minimum prices.

Mullet Season Soon to Reopen

Fishermen throughout the state were making preparations the early part of this month for the reopening on January 20 of the mullet season which was closed Dec. 1.

Consider Project to Aid Sponge Fishermen

A project which would assist sponge fishermen of Key West through the regulation and stabilization of the sponge industry is under consideration by the Works Progress Administration at the present time.

Demands for Fish Exceed Supply

J. L. Yoemans, Crystal River, reports that demands for fish reaching his community exceed the supply. He declared that the Atlanta Fish Co., of Atlanta, Ga., loaded 4,000 pounds of fish in Crystal River one day and that an additional order of at least 4,000 more pounds made by the company had to be turned down.

Shipping Fish to Northern Markets

The McCreary Fish Co., of Tarpon Springs, has been sending considerable fish to Northern markets during the past several months. One shipment alone totaled 24,000 pounds of Spanish mackerel.

American Can Co. Announces Appointment

The American Can Company announces the appointment of Milo M. Slayton as Local Sales Manager, Packers Can Department, with headquarters at the Company's new manufacturing plant, First Avenue and 22nd Street, Tampa, Florida. Mr. Slayton brings to his new post the experience of many years in the American Can Company organization.

He will be assisted by DeLand Carmer, recently transferred to the Sales Department from the American Can Company's Research Department in Maywood.



The "S. Gonzales", owned by the Star Fish & Oyster Co., Mobile, Ala., and equipped with a Fairbanks-Morse hoisting engine, Woodberry canvas, Amco rope and Shipmate range.

Virginia

Seafood Interests Await Legislation on Fishery Matters

By Sandusky Curtis

JUST how happy the New Year is to prove for seafood interests in Virginia will be ascertained when the State Legislature now in session at Richmond has passed upon legislation of importance to the industry.

Under the list of things for which seafood leaders are to contend comes the recommendation of the Special Legislative Commission headed by State Senator William A. Wright, Tappahannock, that more power be given to the Virginia Commission of Fisheries headed by Richard D. Armstrong.

At its December meeting the Fisheries Commission approved application for use of handscraps on the Eastern Shore in the Chincoteague district but decided to prohibit dredges in lower Accomac County.

New Boat Nearing Completion

The Chesapeake, a 100 foot boat, is nearing completion at Crittenden. The boat is being built for the J. H. Miles Fish and Oyster Company and is to be equipped with a 210 hp Fairbanks-Morse full Diesel engine. The boat is expected in Norfolk this month. The company will have three boats in its fleet when the new one is commissioned, the others being the *Fisherman* and the *Oysterman*.

The Industry at the End of 1935

Seafood lines gleaned from the ATLANTIC FISHERMAN show that business is gaining a bit of headway as the old year goes out and the New Year comes in. Moon Shipyard and Repair Corporation are handling Fairbanks-Morse engines and going strong on repairs to such fishing boats as come to its docks.

Prices are reasonable for seafood, it is claimed by I. T. Ballard of the Ballard Fish and Oyster Company.

Smoked Fish Instead of Frozen

Pound fishermen off Buckroe Beach are catching it bad these days—working the pounds to find frozen fish—and speaking of frozen fish there were nearly smoked fish at the Tidewater Freezing Corporation when it was threatened during the burning of the Norfolk Ferry Terminals, December 26 in a \$50,000 fire. Happy officials are thankful for the brick building which adjoins the terminals, claiming that it saved them. One slip was saved and this enabled the Isaac Fass Company of Portsmouth to use its fish trucks for the Northern markets and finally from Norfolk and the Chesapeake Bay area.

Great Lakes

Fishermen Keep Shipyards And Engine Companies Rushed

GREAT Lakes shipyards and engine companies have been doing a rushing business these past few months, with new fishing boats and repowering jobs representing a sizeable investment.

Among the additions to the fresh-water fleet not previously announced in these columns are the following:

The *F. G. Wilkie*, 42-ft., owned by F. G. Wilkie & Son, Kewaunee, Wis.; *Faith*, 38-ft., owned by L. R. Voight, Gills Rock, Wis.; *Ranger*, 40-ft., owned by Ruzek & Westphal, Two Rivers, Wis.; *Sparta*, 42-ft., owned by Gust Kourentis, Waukegan, Ill.; *Buddy O.*, 40-ft., owned by Ole Olsen, Frankfort, Mich., and a 44-ft. gill netter owned by Grover Bros., Montague, Mich. All of these are powered with Kahlenbergs.

John Maleski, Leland, Mich., has a new 31-ft. fishing boat equipped with a 50 hp Kermath. Edward Jahr of Sebewaing, Mich., has a new Gray-powered 34-footer. Joseph Schmidt of Algoma, Wis., recently took delivery of a new 40-ft. fish tug.

The list of repowering jobs is headed by the J. N. Dewey Fish Co., Toledo, Ohio, which has had five of its boats equipped with Gray motors. H. Kadeau of Grand Marais, Mich., also selected a Gray to repower his boat, the *Walter K. Wilson Bros.*, Northport, Mich., have repowered their *Richard W.* with a Kahlenberg.

More New Boats

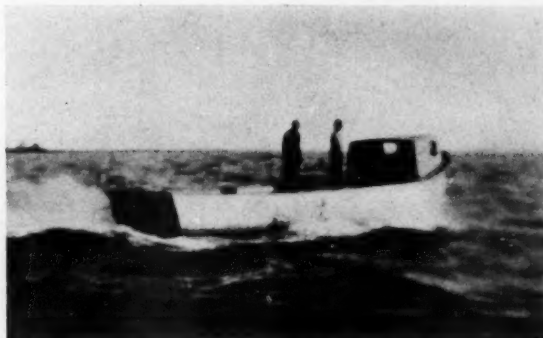
New boats which are just getting their baptism or will shortly, include a 40-ft. steel tug for R. W. Jacobsen of Kenosha, Wis., a 54-ft. steel tug for Fred Alford of Waukegan, Ill., and a 42-ft. boat for Edward Dettman of Algoma, Wis. George Mlujeak, Old Mission, Mich., is converting a battleship tender into a fish tug.

Peter Jacobsen has purchased the *Hope Leslie* from Smith Bros., Port Washington, Wis., and is operating it out of his home port, Escanaba, Mich. The *Hope Leslie*, a 46-ft. tug built in 1931, is one of the best sea boats on the lakes.

Smith Bros. are replacing this tug with a welded steel tug, now building at the Burger Boat Works, Manitowoc, Wis. This will be 52 ft. x 14 ft., and will be powered with a 3-cyl., 75-90 hp Kahlenberg. The boat is being built upside down, believed to be the first construction of this kind outside of the East coast. It will be in commission February 1.



The dragger "Edith", Capt. Aksel Olsen, of Wildwood, New Jersey, powered with a 25 hp Bolinders Diesel engine.



The "Maybelle J.", just built for Edward F. Jahr of Sebewaing by the Coffell Boat Works. A 6-71 Gray drives it at 12 mph.

Wisconsin Fishermen Organize

Organization of the Wisconsin Fishermen's Co-operative with headquarters in Two Rivers has been announced by the Wisconsin Commercial Fishermen's Association.

Fox and mink feed, chub roe for caviar and fresh chubs for pickling are being handled by the co-operative, which also seeks to stabilize the market price of fish through cold storage of surplus lifts. Frank LeClair and Everett LaFond, both veteran Two Rivers fishermen, have been named managers of the cooperative.

Green Bay Fishermen Discuss New Laws

Green Bay Fishermen's Protective Association met in the Guild Hall at Suamico December 14 to discuss the new fishing laws passed by the 1935 legislature regulating commercial fishing. Senators John E. Cashman and F. Brunette, Commissioner Nelson LeClair, Frank LeClair, president of the Wisconsin Commercial Fishermen's association, and Everett LaFond, secretary-treasurer of the association, addressed the meeting.

LaFond and Frank LeClair pledged their association's cooperation in the fight which the Green Bay fishermen voted unanimously to make against the laws. If other means fail, they indicated their intention of bringing up a test case and carrying it to the State Supreme Court if necessary to secure a decision.

Advocates Larger Mesh Nets

"I was very much pleased to read your article in the October issue on the proposed international treaty concerning the haddock fishery," writes Albert Kalmbach, 85-year old fisherman of Sturgeon Bay, Wis. "It coincides with the contentions I've made for over 30 years.

"I've always advocated raising the size of the mesh for each particular fish to allow the undersized to go through into their natural element. Give those undersized fish three years at the most and they double in weight and treble in price and we don't have to feed them. Could we invest money that would bring us such returns? It would mean millions to the Great Lakes' fishing industry."

Henry Lay

Henry Lay, 89, pioneer commercial fish man, died at his home in Sandusky, O., December 15.

T. F. W. Meyer Given High Honors

ANNOUNCEMENT comes from Detroit of the appointment of T. F. W. Meyer as Vice-Chairman of the Motor Boat and Marine Engine Division of Standards, of the Society of Automotive Engineers. Coincident with this announcement is his appointment as a Member of the Council of the American Power Boat Association.

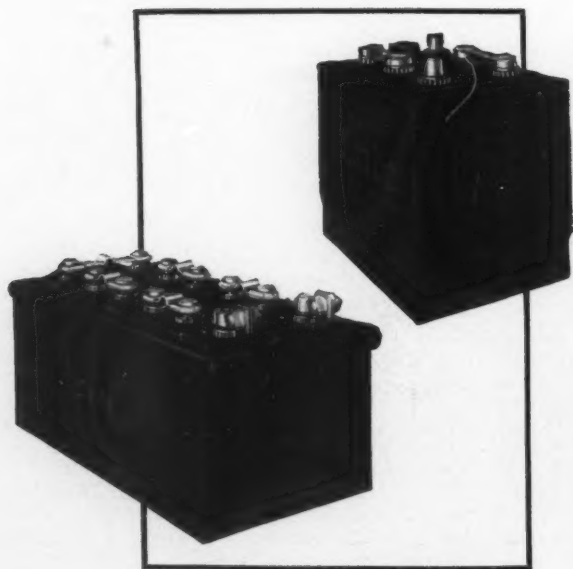
Mr. Meyer, manager of the Propeller Division of the Federal-Mogul Corporation, Detroit, manufacturers of Tru-Pitch and Equi-Poise propellers, is a recognized authority on marine propulsion engineering.



Visit the Exide Booths No. 126 & 127
at the National Motor Boat Show.

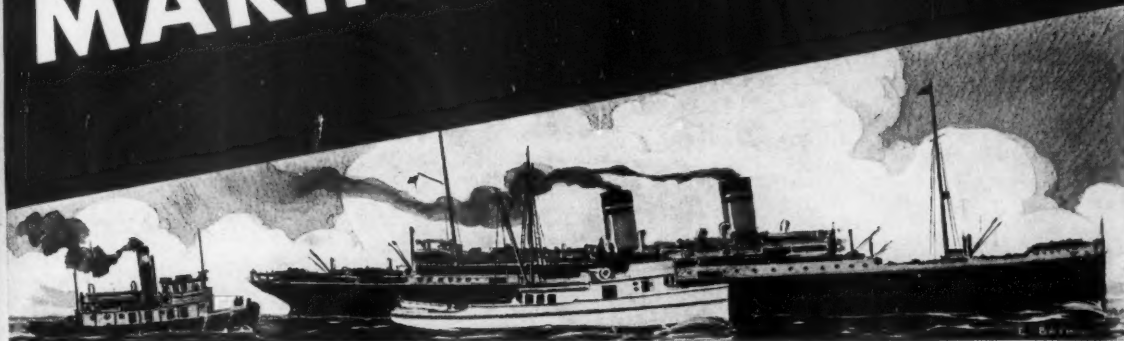
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... the result of more than forty
years of Exide experience in
building batteries used on every
kind of craft, from smallest work
boat to ocean liner.



- 1** A new line of *marine type and quality* batteries for smaller boats—6 and 12 volt
- 2** A new line of *marine type and quality* batteries, both Exide and Exide-Iron-clad, for larger craft—32 and 115 volt
- 3** Quick deliveries on all types
- 4** An Exide Marine Battery for every size of craft and type of installation

a complete new line of MARINE BATTERIES



AT SEA, there is no service station just around the corner to take care of battery failure. Therefore, the first requirement of a marine battery is dependability.

THE EXIDE MARINE BATTERY IS ESPECIALLY DESIGNED FOR ABSOLUTE DEPENDABILITY IN SEA SERVICE.

The requirements of a battery aboard ship are more severe than in almost any other kind of service—and a marine battery must be built for unusually heavy duty.

THE EXIDE MARINE BATTERY IS ENGINEERED TO PERFORM AS DEPENDABLY WHEN THE GOING IS TOUGH AS WHEN THE OCEAN IS CALM AS A MILL POND.

A marine battery may not always receive the best of care and attention—yet must be able to operate under extremes of heat and cold.

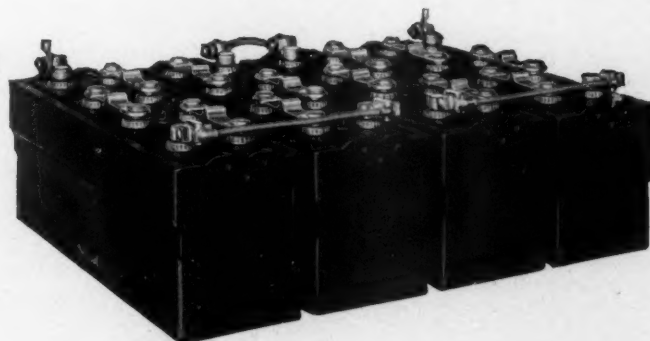
THE EXIDE MARINE BATTERY IS DESIGNED TO ASSURE MAXIMUM LIFE AND ECONOMY IN THE HARDEST KIND OF MARINE SERVICE, WITH THE MINIMUM OF CARE AND ATTENTION.

The famous Exide-Ironclad Marine Battery—different from all others—is now available in standardized units of 4 cells each. These units can be shipped immediately and quickly installed as 32 or 115 volt batteries.

Ask your marine dealer for full information, or write to:



THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto



Nova Scotia

Fishermen Abandoned.

Thrilling Rescues Made at Sea

By H. R. Arenburg

TOSSED and buffeted about for ten days with her port bow stove in by a heavy sea and waterlogged, the tern schooner *E. C. Adams*, Captain Howard Corkum, was abandoned by her crew while trying to make Georges Bank, where the captain said he figured he might sight a fisherman and have his crew taken off. The *Adams* was on passage to Lunenburg from Turks Island, salt laden, and while in the Gulf Stream encountered heavy gales with rough seas which lasted until the ship was abandoned. The *Evelene Wilkie*, Captain Ernest Wilkie, also salt laden from Turks Island, fortunately sighted the distressed schooner and effected the rescue of her crew. The *Wilkie* left Turks Island one day after the *Adams* had sailed. While the heavy gales had abated somewhat, the seas were still running high and the work of rescue required heroic measures and expert seamanship.

Abandoned Boat Picked Up by Coastguard

Another thriller of the seas, was experienced by Captain B. E. Olsen on the small motor fishing boat *Amuck* which was abandoned by the crew only after it seemed impossible that the boat could live through the heavy seas. The boat sailed for the fishing grounds from Meteghan. The weather was calm, the sky overcast. It started to blow from the Northeast, squally, and the sea began to get rough. Captain Olsen states that he tried to make a Nova Scotian port but found the seas too heavy and decided to run before the wind. The wind increased in velocity and the seas became rougher and the boat had to heave to. Every minute it was expected that the next sea would swamp the boat. One sea swept the deck clean, carried away the only boat and broke the spar off. Shortly after this they were sighted by the motor vessel *Reo II* which stood by for several hours. The captain decided it was time to abandon ship. Captain Olsen signalled the *Reo II* asking them to take off the members of his crew. It was impossible to launch a boat and the only alternative was to have the *Reo II* run down alongside and the members of the crew leaped on board as she came abreast of their craft. The crew were all removed safely. Captain Olsen did not expect that his command could live through the storm as she was drifting towards the Nantucket Shoals, which is a spot shunned by all navigators, but she was later picked up by a United States Coast Guard boat about two hundred miles off the coast and towed into New London, Conn.

Fishing Fleet Again at Work

The fresh fishermen were laid up over the Christmas holidays. They all returned to the fishing grounds immediately after the New Year opened. There is some slight improvement indicated in this phase of the fishing industry.

"Bluenose" Overhauled

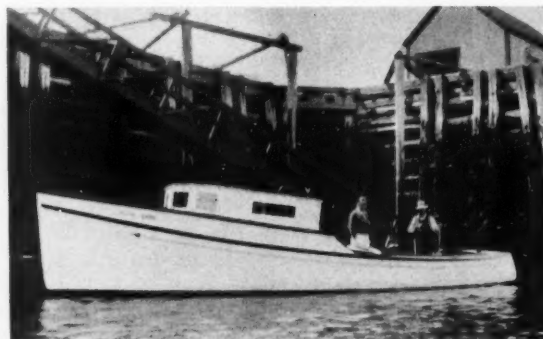
The schooner *Bluenose* went on the marine railway for a general overhauling after her trip across the North Atlantic from England.

Lobster Smack Repowered

The lobster smack *Consolidated* owned by the Consolidated Lobster Company, of Bay View, of which Capt. Fenwick Lufkin is skipper, sailed from Gloucester, Mass., on December 16 for Clark's Harbor, N. S., for a cargo of lobsters for the company. She was recently equipped with a new 160 hp Fairbanks-Morse engine. Owners claim that with her altered lines and new engine she can do 12 knots which is some speed for a lobster smack.

Launches Fishing Boat

Trovey Surrette, of Surrette's Island, well known boat builder, recently launched a fine motor boat 38 feet l.o.a.; 11 feet beam. The craft was built for John Doucett, of Lower Wedgeport, N. S.



The "Ruth and Anne", 40' x 10' 6", owned by Fishery Inspector F. A. Batson of Welchpool, N. B. Equipment includes a Palmer motor, Hyde propeller, Shipmate range, and Plymouth mooring rope.

Grand Manan

Reports Best Demand in Years.

Times Looking Better for Industry

By C. A. Dixon

CAMPOBELLO trawl fishermen made very good money, catching cod and haddock off North Head, Grand Manan, during December. Some days the boats would each get from 500 to 1,000 pounds of fish; Eastport buyers paid 4 cents a pound at the first of the month, and later \$3.75 a cwt. landed, duty paid by the buyers.

Sales of dried and salt pollock have been good, although prices have been only \$2.25 a quintal f.o.b. Wilson's Beach. The demand has been the best in years, however, and fishermen and dealers agree that times are looking better for the fishing industry due to increased consumption of the product.

Smelt Season Opens with Exceptional Catches

Mild weather during the first few weeks of December handicapped smelt fishermen in the Miramichi district in Eastern New Brunswick. Some tried using scows in the open water but met with little success. At the opening of the season, catches were exceptionally good and fish were of fine quality. The season remains open until February 15.

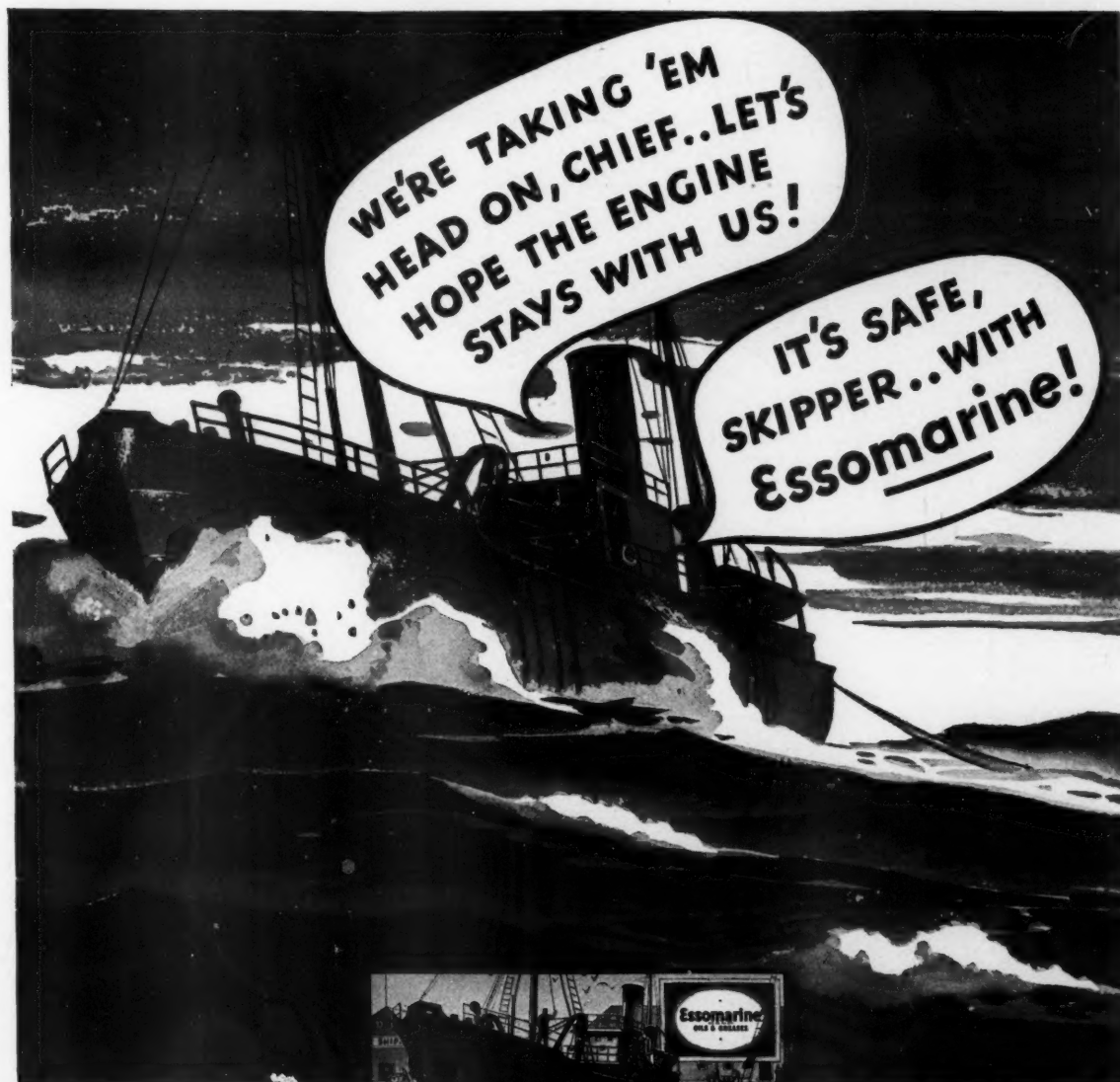
Fishermen of the Shediac district did well at the opening of the season. E. Paturel, the principal buyer, purchased many hundreds of thousands of pounds, shipping a quarter of a million pounds at the end of two weeks' fishing. The season for bag-nets and box-nets is from Dec. 1 to Feb. 15.

Better Lobster Catches

Better catches of lobsters all around, with the possible exception of the Quoddy districts of Charlotte County, were reported in New Brunswick this Fall and Winter. More lobsters were caught at Grand Manan and at mainland points in Charlotte and Saint John Counties, and the shellfish brought better prices to the fishermen, these ranging from 22 to 27 cents a pound from first hands. Capt. George Simpson of Fairhaven has been buying lobsters at the points mentioned for the R. J. Conley Co., Ltd., of St. Andrews, and the company's large motorship *Aristocrat* has brought cargoes of lobsters from Nova Scotia for storage in the big open sea type lobster pounds which the Conley Company owns and operates at Deer Island, N. B.

Good Prices for Herring

The Christmas holidays saw the taking of herring in weirs in the Quoddy region of Southern New Brunswick, although in comparatively small lots. The fish were of sardine size and fishermen received from \$10 to as high as \$14 a hoghead in some cases. Most of the catches were sold to Maine purchasers for shipment fresh to New England markets. A few stringing herring from Grand Manan sold for \$14 at the weirs.



● A tough spot? Yes—if you have any doubts about the ability of your lubricating oil to stand up and “take it.” But for Essomarine users, such doubts just don't exist.

They have confidence in engine lubricants *specially* built for marine use by the world-leaders in lubrication.

They know Essomarine stands watch over straining engines hour after hour. That Essomarine's high flash point means lower consumption and money saved. That Essomarine is just heavy enough to seal power at the pistons—yet light enough to protect



every vital part in the bitterest gale.

All these features combine to safeguard your engine—to keep it running—and bring you safely back each trip to the harbor-lights of your home port.

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade.
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Essomarine Lubricants are distributed by the following major oil companies:
Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.
—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—
Standard Oil Company, Incorporated in Kentucky—Standard Oil Company
(Ohio)—Humble Oil & Refining Company—(In Canada) Imperial Oil, Limited.

Where-to-Buy Directory

Fish and Shellfish Products

(See Note at Foot of Opposite Page)

ALEWIVES:

Fresh/Frozen
Salted
Smoked
Canned
Canned Roe
Dry Scrap
Oil

BARRACUDA:

Fresh/Frozen

BLUEFISH:

Fresh/Frozen

BLUE PIKE:

Fresh/Frozen

BUFFALOFISH:

Fresh/Frozen
Smoked

BUTTERFISH:

Fresh/Frozen
Smoked

CARP:

Fresh/Frozen
Smoked

CATFISH and BULLHEADS:

Fresh/Frozen

CHUBS:

Fresh/Frozen
Smoked

CLAMS, HARD:

Shell
Shucked
Canned

CLAMS, RAZOR:

Shell
Shucked
Canned

CLAMS, SOFT:

Shell
Shucked
Canned

COD:

Fresh/Frozen
Fresh/Frozen Fillets
Fresh Steaks and Sticks
Cheeks and Tongues
Canned (Cakes, Flakes, etc.)
Salted
Smoked Fillets
Oil
Cod-Liver Oil

CRABS:

Hard
Soft
Crab Meat
Canned

CROAKERS:

Fresh/Frozen
Fresh Fillets

CUSK:

Fresh/Frozen
Fresh Fillets
Fresh Steaks and Sticks
Salted
Smoked Fillets

DRUM (Red Drum):

Fresh/Frozen

EELS:

Fresh/Frozen
Smoked

FLOUNDERS:

Fresh/Frozen
Fresh/Frozen Fillets

FLUKE:

See Flounders

FROGS:

Whole
Legs

GROUPERS:

Fresh/Frozen
Fresh Fillets and Steaks

HADDOCK:

Fresh/Frozen
Fresh/Frozen Fillets
Fresh Sticks
Salted
Smoked Fillets
Finnan Haddie

HAKE:

Fresh/Frozen
Fresh/Frozen Fillets
Fresh Sticks
Salted
Smoked Fillets

HALIBUT:

Fresh/Frozen, Eastern
Fresh/Frozen, Western

HERRING, LAKE:

Fresh/Frozen
Smoked
Salted

HERRING, SEA:

Fresh/Frozen
Cured
Smoked
Canned "Sardines"
Meal
Oil

KINGFISH or "KING MACKEREL":

Fresh/Frozen

LAKE TROUT:

Fresh/Frozen
Fresh Fillets
Smoked

LINGCOD:

Fresh/Frozen
Fresh Fillets

LOBSTERS:

Live
Meat, Fresh Cooked

MACKEREL:

Fresh/Frozen
Fresh/Frozen Fillets
Salted Fillets
Split Salted
Smoked
Canned
Meal
Oil

MENHADEN:

Acid Scrap
Dry Scrap
Meal
Oil

MULLET:

Fresh/Frozen
Salted
Salted Roe

OYSTERS:

Shell Stock
Shucked
Canned
Seed

PADDLEFISH or "SPOON-BILL CAT":

Fresh/Frozen
Smoked

PIKE or PICKEREL (JACKS):

Fresh/Frozen
Fresh/Frozen Fillets

PILCHARDS:

Canned "Sardines"
Meal
Flour
Oil

POLLOCK:

Fresh/Frozen
Fresh/Frozen Fillets
Salted

POMPANO:

Fresh/Frozen

PORGIES

See Scup

REDFISH (Southern)

See Drum

ROCKFISHES

Fresh/Frozen
Fresh Fillets

ROSEFISH (Ocean Perch)

Fresh/Frozen
Fillets

SABLEFISH:

Fresh/Frozen
Fresh Fillets
Salted
Kippered
Smoked

SALMON:

Fresh/Frozen
Dried
Hard-Cured
Mild-Cured
Smoked
Kippered
Canned
Meal
Oil

SARDINES:

See Pilchards; Herring, Sea

SAUGERS:

Fresh/Frozen

SCALLOPS:

Bay
Sea

SCUP or PORRIES:

Fresh/Frozen

SEA BASS:

Fresh/Frozen

SEA BASS (Calif.):

Fresh/Frozen

SHAD:

Fresh/Frozen
Smoked
Canned
Canned Roe

SHEEPSHEAD, FRESH-WATER:

Fresh/Frozen

SHEEPSHEAD, SALT-WATER:

Fresh/Frozen

SHRIMP:

Fresh/Frozen
Packaged, Fresh/Frozen
Dried
Cooked and Peeled
Canned
Meal

SMELT:

Fresh/Frozen

SNAPPER, RED:

Fresh/Frozen
Fresh Fillets
Fresh Sticks

SOLE:

Fresh/Frozen
Fillets

SPANISH MACKEREL:

Fresh/Frozen

SQUID:

Fresh/Frozen

STEELHEAD TROUT:

Fresh/Frozen

STRIPED BASS:

Fresh/Frozen

STURGEON:

Fresh/Frozen
Smoked
Caviar

SUCKERS:

Fresh/Frozen

SWORDFISH:

Fresh/Frozen

TAUTOG:

Fresh/Frozen

TILEFISH:

Fresh/Frozen

TULLIBEE:

Fresh/Frozen
Smoked

TUNA and TUNALIKE FISHES:

Fresh/Frozen
Canned
Meal

TURTLES and TERRAPIN:

Whole
Meat

WEAKFISH:

Fresh/Frozen

WHITEFISH:

Fresh/Frozen
Fresh Fillets
Smoked
Caviar

WHITE PERCH:

Fresh/Frozen

WHITING:

Fresh/Frozen

WOLFFISH:

Fresh/Frozen

YELLOW PERCH:

Fresh/Frozen
Fresh/Frozen Fillets

YELLOW PIKE:

Fresh/Frozen

YELLOWTAIL:

Fresh/Frozen

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

A handy, useful directory for the convenience of our readers. Companies whose names are starred (*) have display advertisements in this issue; please see Index to Advertisers for page numbers.

Manufacturers and dealers: for listings please address Directory Department, ATLANTIC FISHERMAN, Goffstown, N. H.

BATTERIES, Dry Cell

- *"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

BATTERIES, Storage

- Edison Storage Battery Co., West Orange, N. J.
 *"Exide": Electric Storage Battery Co., Philadelphia, Pa.
 Gould Storage Battery Corp., Depew, N. Y.
 *USL Battery Corp., Niagara Falls, N. Y.

CAN MANUFACTURERS

- National Can Co., 110 E. 42nd St. New York, N. Y.

CLUTCHES

- *Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COMPASSES

- Kelvin-White Co., 112 State St., Boston, Mass.

DEPTH FINDERS

- Submarine Signal Co., 160 State St., Boston, Mass.

ENGINE DEALERS

- *Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS Diesel Engines

- *Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
 *Boliders Co., 33 Rector St., New York, N. Y.
 Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.
 *The Buda Co., Harvey, Ill.
 *Cooper-Bessemer Corp., Mount Vernon, O.
 Fairbanks, Morse & Co., Chicago, Ill.
 Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit, Mich.
 *Red Wing Motor Co., Red Wing, Minn.
 *Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

- *Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
 Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

- Murray & Tregurtha, Inc., No. Quincy, Mass.
 *Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
 *Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

- *The Buda Co., Harvey, Ill.
 Buffalo Gasoline Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.
 Chrysler Motors, Amplex Div. Detroit, Mich.
 *Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.
 Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit, Mich.
 Murray & Tregurtha, Inc., No. Quincy, Mass.
 *Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
 *Red Wing Motor Co., Red Wing, Minn.
 *Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISH SCALERS

Portable, Flexible Shaft

- N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

HARDWARE, Marine

- Maine Steel Products Co., South Portland, Me.

HOOKS, Fish

- *"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

- *"Little Giant": The Micro Corp., Bettendorf, Iowa.

MACHINERY, Marine

- *Hathaway Machinery Co., New Bedford, Mass.

Where-to-Ship Directory

Producers: the following companies are in the market for shipments of fish and shellfish.

Distributors: if you want your company listed, please address Directory Department, ATLANTIC FISHERMAN, Goffstown, N. H.

Companies whose names are starred (*) have display advertisements in this issue; please see Index to Advertisers for page numbers.

BALTIMORE, MD.

- National Fish & Oyster Co., Wholesale Fish Market.

BOSTON, MASS.

- *R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

- Booth Fisheries Corp., 300 W. Adams St.
 Lakeside Fish & Oyster Co., Fulton Fish Market.

NEW YORK, N. Y.

- Chesebro Bros. & Robbins, 1-2-3 Fulton Market.

PHILADELPHIA, PA.

- C. E. Warner Co., 8 Dock St. Fish Market.

NETS AND NETTING

- *Linen Thread Co., 60 E. 42nd St., New York, N. Y.
 *National Net & Twine Co., 211 Congress St., Boston, Mass.
 Pauls Fish Net Co., 1727-31 N. Winchester Ave., Chicago, Ill.

NET PRESERVATIVES

- Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

- *"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.

PAINTS

- *Pettit Paint Co., Jersey City, N. J.
 Edw. Smith & Co., Long Island City, N. Y.
 Tarr & Wanson, Ltd., Gloucester, Mass.

PROPELLERS

- *Hyde Windlass Co., Bath, Me.
 Federal-Mogul Corp., 262 Shoemaker Ave., Detroit, Mich.

PROPELLER SHAFTS

- "Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO TELEGRAPHS

- Mackay Radio & Telegraph Co., 67 Broad St., New York, N. Y.

RADIO TELEPHONES

- *Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

- "Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.
 *"Shipmate": Stamford Foundry Co., Stamford, Conn.

ROPE MANUFACTURERS

- *Columbian Rope Co., Auburn, N. Y.
 New Bedford Cordage Co., 233 Broadway, New York, N. Y.
 *Plymouth Cordage Co., North Plymouth, Mass.
 *Wall Rope Works, 48 South St., New York.
 *Whitlock Cordage Co., 46 South St., New York, N. Y.

SEAFOOD HANDLING TOOLS

- Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

- Bethlehem Shipbuilding Corp., Bethlehem, Pa.
 Peterson Boat Works, Sturgeon Bay, Wis.

SHIP CHANDLERS

- *Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

- International Flare-Signal Co., Tippecanoe City, Ohio.

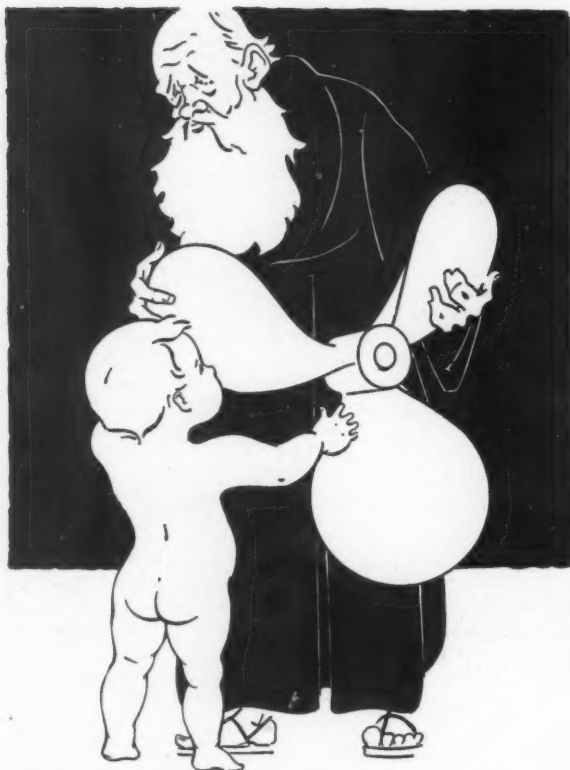
TRANSPORTATION

- Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

Where-to-Buy Fish and Shellfish (Page 20)

Commencing in our next issue, this Directory will show the names and addresses of producers of these items, as well as any others that may be requested. Wholesale and retail buyers will now be able to ascertain, at a glance, just where to place their orders for any kind of fish or shellfish product they may require.

Producers are invited to address the Directory Department, ATLANTIC FISHERMAN, Goffstown, N. H., for further information concerning this new and valuable feature.



more power to you
for **1936**

This is Hyde's way of wishing you a Happy New Year. More tangible than good wishes for your happy sailing, however, are scientific designing, the use of only new metal, care in finish and accurate checking of Hyde Wheels...all conducive to your comfort and safety afloat. More power to you... more speed...less fuel consumption. May your 1936 season be a happy one.

HYDE WINDLASS CO., BATH, MAINE
Member of Marine Propeller Manufacturers' Ass'n.

HYDE
PROPELLERS

Send for this free booklet "Propeller Efficiency". It tells why Hyde Propellers often increase the speed of a boat and always get home safely.



Dealers everywhere carry ample stocks

New York Motor Boat Show

Grand Central Palace, Jan. 17-25

(Exhibits in addition to the following will be recorded in our February number.)

Essomarine Exhibit

ESSOMARINE has started the new year in true nautical fashion again with Dr. Seuss contributing another of his eccentric marine landscapes as a background for Essomarine at the motor boat show.

The marketers of Essomarine oils and greases increased their show space considerably this year to present Dr. Seuss at his best. The S.S. *Essomarine*, Dr. Seuss' own idea of naval architecture, is the *piece de resistance* among the goofy sea serpents, mermaids, whales and devilfish which abound in the Seuss seas.

The Essomarine photographer is on the job to "shoot" you aboard the S.S. *Essomarine* in full admiral's regalia. And speaking of admirals, all motor boat owners had best look into the new brotherhood conceived by the illustrating doctor—the Seuss Navy. Doc will make you a full-fledged admiral, with embossed commission to prove the high rank to skeptics.

For the more practical boat minded, R. B. Bedford, Jr., and his staff of Essomarine experts have a well appointed reception booth alongside where technical matters concerning motors and proper lubricants can be discussed. Also Essomarine offers Old Captain Taylor's "Secrets of the Deep", an entertaining and enlightening piece of salty literature which should be in the possession of every motor boat owner.

Hyde Windlass Co. Exhibit

PROMINENT among the exhibits at the Motor Boat Show will be that of the Hyde Windlass Co., Bath, Me.

This well-known manufacturer of propellers, stuffing boxes, stern bearings, struts, shafting, and other boat equipment always has a characteristic display of its products, and its booth is a magnet for workboat and pleasure craft owners.

Shown below is a very small portion of the propeller stock carried at its Bath factory. At the present time the Company is building up its stock for the Spring trade, and by March 1 will have on its shelves at least 15,000 propellers ranging from 8" to 66" diameter. This stock—undoubtedly the largest in the world—embraces practically every conceivable combination of diameter and pitch, both right and left hand, and of the two and three blade types.

There are no limits to the size of propellers Hyde can manufacture, although the unusual sizes may not actually be carried in stock. Hyde has a complete line of patterns for motorship wheels, and also patterns for the larger type of vessels and ocean-going craft, embracing almost every size up to 22' in diameter.

Hyde's auxiliary department is in position to furnish windlasses, winches, boat hoists, steerers, etc., for all types of boats from small yachts to ocean-going steamers.



A few of the thousands of propellers carried in stock at the plant of the Hyde Windlass Co.

WOLVERINE

Over 12 years ago—in February, 1923, a 70 H.P. Wolverine Diesel was installed in the "Restless", owned and captained by James A. Nickerson of Gloucester. During these 12 years, the "Restless" has been engaged in the hardest kind of fishing, but its Wolverine Diesel is still giving economical, efficient service.

Why Repower Every Few Years? Install a Wolverine Diesel!

Write us for
Catalog No. 135 and Proposal



Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

Palmer Bros. Engines, Inc., Exhibit

THE feature of the exhibit of Palmer Bros. Engines, Inc., at the Motor Boat Show this year will be an oil engine that operates on a gasoline cycle.

"It is absolutely free from the troubles of other engines that were planned in the past with the same objectives," the manufacturers report. "Running a gasoline engine on oil is not new," they point out. "Many devices to do this have been employed from time to time. On long runs at three-quarters to full speed they have been used with fair success because of the large differential between the price of oil and the price of gasoline, even though they were not efficient.

With the Palmer method, "charge stratification" is the key to all the benefits derived in being able to burn commercial fuel oils such as Nos. 1, 2 or 3 in a conventional type gasoline engine. Palmer engineers explain this as follows:

"When we speak of 'charge stratification' in our new oil engine, we mean that two charges of fuel gases are admitted to the cylinder of two different air-fuel ratios: one lean, one rich strata. For an initial portion of the admission stroke, air is admitted to the rich fuel stream coming from the carburetor in such quantity that a very lean mixture goes into the cylinder. The final portion of the admission stroke is a very rich mixture, as no air is admitted to the fuel stream during the final portion of the admission stroke."

The engine is started on gasoline, and changed over to fuel oil after the engine warms up. It is practically the same weight and size, and costs but very little more than the same engine burning gasoline. Its many advantages include elimination of fire hazard due to tanks of gasoline aboard, correspondingly lower insurance, lower fuel cost per gallon, and more miles per gallon of fuel.

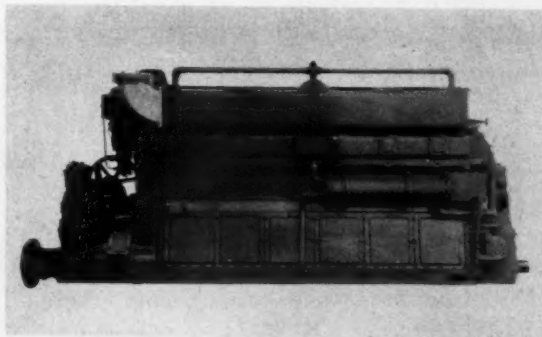
The engine to be displayed is the Palmer conversion of the Ford 4-cylinder motor. It is a 100 percent marine conversion, having full length cast iron base, Palmer clutch, reverse gear, fuel and water pumps.

Cooper-Bessemer Corp. Exhibit

DURING the last twelve months, the Cooper-Bessemer Corp.—builder of engines for more than a century—has further developed its modern N line of marine Diesels. Two recent additions to the line will be shown at the Motor Boat Show in New York—one engine being a six, with a bore and stroke of $10\frac{1}{2}$ " x $13\frac{1}{2}$ "; the other a 4-cylinder with a bore of 8" and a stroke of $10\frac{1}{2}$ ".

Seven features of the N-line are particularly noteworthy. Briefly, these features are summed up in this way: Diesel sturdiness in every piece and part; through-bolt construction carries all heavy stresses; cylinder liners firmly bolted to cylinder heads; heavy-duty crankshaft, connecting rods, and bearings; complete pressure lubrication to wearing parts; patented wrist-pin construction, for longer life; patented atmospheric-relief constant-pressure injection system.

The Type GN Diesel, to be exhibited at the Show for the



The Cooper-Bessemer Diesel engine, $10\frac{1}{2}$ " x $13\frac{1}{2}$ ", Type GN, being shown for the first time.

THERE IS A DIFFERENCE IN ROPE



Ordinary Rope
Wet

The striking difference between ordinary rope and WATERFLEX is shown by these pictures.

Being truly water-resistant, WATERFLEX is unaffected by dampness, rain or other adverse weather conditions. It is permanently lubricated and remains flexible at all times.

The remarkable ease of handling WATERFLEX, wet or dry, is a revelation; its durability is also proving a source of real economy to many enthusiastic rope users.



Waterflex
"Wet"

WHITLOCK CORDAGE CO.

46 South Street
New York

226 State Street
Boston

first time, is a direct-reversing engine equipped with sailing clutch. The GN series is available in cylinder combinations of 3, 4, 6, and 8, with a rating of from 35 hp per cylinder at 300 rpm, to 75 hp per cylinder at 600 rpm. Typical GN installations are those in the schooners *Edith L. Boudreau*, *Gov. Al Smith* and the *Rita B.*

Somewhat smaller in bore and stroke is the Type EN. The EN engine at the Show will be equipped with marine gear, and will be of a size that has a special appeal to the fishing industry. The 3 and 4-cylinder sizes of Type EN were developed during 1935. The EN series (3's, 4's, 6's, and 8's) is rated from 25 hp per cylinder at 450 rpm, to 40 hp per cylinder at 700 rpm. Typical EN installations are those in the schooner *Serafina* of Provincetown, the schooner *Princess of Boston*, and the government lighthouse tender *Jasmine*.

Atlas Imperial Exhibit

THE Atlas Imperial Diesel Engine Company will have five units on display at the Motor Boat Show; four engines and an anchor windlass.

The smallest engine will be the 2-cylinder, 4-cycle, $4\frac{3}{4}$ " x $6\frac{1}{2}$ ", 18 hp full Diesel which Atlas is now building at its new plant in Mattoon, Ill. This engine incorporates the newly developed Atimco fuel injection.

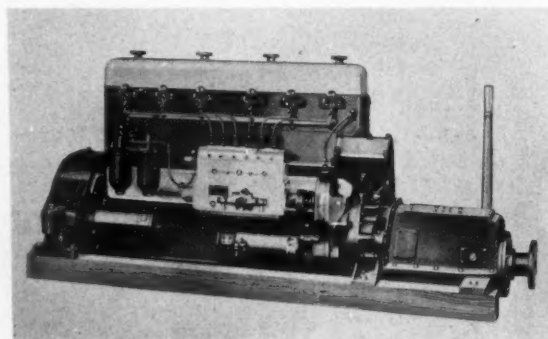
The second engine in point of size is the 4-cylinder, $4\frac{3}{4}$ " x $6\frac{1}{2}$ ", 40 hp., just twice the size of the engine mentioned above. Many of these have been installed in Pacific coast fishing boats; as well as in several on the Atlantic coast.

The third engine to be shown is the new 4-cylinder, 6" x 8", rated at 85 hp at 950 rpm, and 90 hp at 1000 rpm. This is the largest of the present line of Atlas Diesels incorporating the Atimco fuel injection system, and is exceptionally accessible. The hand holes are almost large enough for the operator to crawl right into the engine. There is lots of elbow room, and the operator can see exactly what he is doing and can work on the bearings without barking his hands. All connecting rod and main bearings can be removed from the engine without taking out the crank shaft.

The fourth Atlas on display will be a 6-cylinder, 4-cycle, 9" x 12" full Diesel of 160 hp. This is Atlas' old stand-by, a slow speed model incorporating the well-known Atlas common rail, constant pressure, fuel injection system. Scores of these engines are in use in the fishing fleets of the Atlantic, Gulf, and Pacific coasts.

Red Wing Motor Co. Exhibit

THE Red Wing Motor Co. will exhibit for the first time at the New York Motor Boat Show one of their Red Wing Waukesha Comet full Diesel models; the 75-100 hp size, as shown in the accompanying photograph. This is a 6-cylinder, 4-cycle engine of $4\frac{3}{8}$ " bore by $5\frac{1}{8}$ " stroke, with normal speeds to 150 rpm for steady service. Two other Comet sizes are also available, the 100-125 hp with bore of $4\frac{3}{4}$ ", stroke $5\frac{1}{2}$ "; and the 120-140 hp model of 5" bore, $5\frac{1}{2}$ " stroke.



The 6-cylinder, 75-100 hp Red Wing Waukesha Comet full Diesel, being shown for the first time.

Comet engines are compression ignition or full Diesel types. They are available in opposite rotating pairs for twin screw installations; also with built-in reduction gearing of various ratios from 2 to 1 up to 3 to 1 where lower shaft speeds and larger propellers are desired for heavier duty service.

Red Wing Hesselman moderate compression, spark ignition fuel oil engines have been exhibited previously at the Show. A new model has been added this year which will be one of the models displayed. It is a 6-cylinder size of $3\frac{3}{4}$ " bore by $4\frac{1}{4}$ " stroke, with normal speed range to 2000 rpm.

Red Wing gasoline engines at the Show will include representative models from the 18 sizes, 4 to 125 hp, including the new high speed 6-cylinder model for 1936, the "Hiawatha". This new model has a bore of $3\frac{3}{4}$ ", stroke $4\frac{1}{4}$ ", developing from 52 hp at 1500 rpm to 85 hp at about 3000 rpm, and available with reduction gear also.

Exide Battery Exhibit

THIS season Exide offers a full line of storage batteries, especially designed and ruggedly built to meet the strenuous requirements of marine service. These batteries are available in 6, 12, 32 and 115 volt sizes.

The new Exide 1936 line divides itself into two types of high quality, heavy duty batteries. The first type is the Exide-Ironclad Marine Battery—32 and 115 volts. The second type is the Exide Marine (Flat Plate) Battery, which is available in all sizes of 6 to 115 volts.

In designing and constructing the 1936 line of marine batteries, whether flat plate or Ironclad types, Exide engineers kept foremost in mind the particular requirements which marine service imposes upon storage batteries. As a result, the current line of Exide Marine Batteries assures boat owners (1) a high degree of dependability; (2) the ability to deliver full rated capacities under the most strenuous circumstances; and (3) the ability to give the maximum of dependable service under all conditions with the absolute minimum of attention.

Exide-Ironclad Heavy Duty Marine Batteries have a remarkable record for dependability, durability and economy, which is especially desirable when used on commercial fishing vessels, tug boats, freighters, yachts and ocean liners—steam or Diesel driven.

The slotted rubber tubes of the Ironclad positive plate retain the active material of the plate and at the same time permit free access of the electrolyte, much like a net retains the fish but lets the sea run through it.

Exide Mipor separators are immune to the heat encountered in a battery. Exide Mipor is vulcanized rubber, permeated with pores so numerous as to permit free diffusion of the electrolyte, and of such microscopic size as to form a barrier to the smallest particles of active material. Exide Mipor is flexible and resilient, unaffected by heat and electrolyte alike.

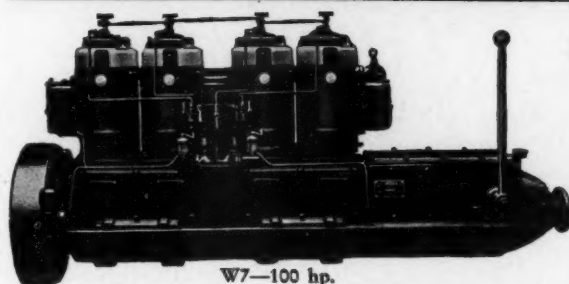
The larger batteries are assembled in units of 4 cells each and will be stocked for prompt shipment and can be quickly installed as 32 or 115 volt batteries.

Exide will exhibit these marine batteries at the New York Motor Boat Show.



The new 32-volt Exide-Ironclad Marine battery.

BOLINDERS DIESEL ENGINES



W7—100 hp.

Before You Choose Any Engine Read These Important FACTS

1. Diesel Engines give the most miles per dollar. A fifty horsepower Bolinders will drive heavy boats all day long on but little more than a dollar's worth of fuel. Their rugged construction makes them last 10, 15, 20 years and more. Practically no repowering ever needed.
2. Diesel Engines give good speeds. A fifty horsepower Bolinders will drive heavy 42'-48' fishing boats 8 to 10 miles per hour, day after day, hour after hour. Over 1,000,000 hp. in daily service.
3. Bolinders Diesels are easy to start. There is absolutely no reason why a well kept Bolinders won't start. Even if coated with ice it starts in a few seconds. And the starting air needed is only about 120 pounds.
4. Bolinders have clean exhausts. The remarkable economy of Bolinders Diesels is due to complete combustion of fuel. You can keep them running without a sign of smoke—no trouble to do it either.
5. Roller bearing crankshafts overcome stiff bearing problems. No lost power trying to "break-in" bearings. Bolinders SKF Roller Bearings give you ALL the power your engine is designed for.
6. Bolinders Diesels are compact. As well as being extremely rugged, Bolinders Diesels fit into small space. Require less room than heavy duty gasoline engines.
7. Safety with Diesel Engines is assured. Fire, the bugbear of boats, simply doesn't happen with Diesel fuel. Nor will the fuel explode when it leaks or spills into the bilge.
8. There are hundreds of other reasons why you should choose a Bolinders Diesel in preference to all others. There's a size for every hull and purpose, 6 hp. and up, for main propulsion or auxiliary equipment. Write today for complete information. Please mention the service for which you need your engine.



We will exhibit at Section T., New York Motorboat Show

BOLINDERS COMPANY, INC.

Office and Showroom, 33 RECTOR STREET, NEW YORK, N. Y.

Announcing
AN OIL ENGINE
with
GASOLINE WEIGHT . . SPEED . . SIZE

The Palmer Oil Engine is made possible by the Palmer invention and development of stratified carburetion. It gives easy starting, satisfactory idling and throttling and unusual general efficiency. Because it operates on a gasoline cycle, the weight, speed, size and price are approximately those of a similar gasoline engine. Freedom from gasoline, less

expensive fuel, more miles per gallon . . . the greatest advancement in marine engine design since Palmer introduced the make and break spark 40 years ago.

When Palmer Does It it is done well. This engine has been on test for three years in a university laboratory, in a stationary power plant, in automobiles and boats.



PALMER BROS. ENGINES INC.
 14 WATER STREET, COS CEB, CONN.
 DEALERS IN ALL IMPORTANT COASTAL CITIES

PALMER ENGINES



Auxiliary generating set consisting of 7 h.p. 1000 r.p.m. Lister engine directly coupled to a 3 k.w., 32 volt Diehl generator.

LISTER DIESEL ENGINES
 dual compression

Full Diesel 4-cycle, cold starting, marine auxiliary and propulsion engines from 3 to 104 h. p.

Adequate service and skilled labor, and complete stock of parts always on hand.
 Ask for complete specifications and demonstration.

Authorized Bosch and American Bosch Diesel Sales and Service

WHARF MACHINE and ELECTRIC COMPANY, INC.
 263 Northern Ave. At the Boston Fish Pier Boston, Mass.
 Telephone HUBbard 2819

Specialists in Diesel Engine and Marine Electrical Repairs



USL type SRD battery, designed especially for starting Diesel engines, and described below.

USL Battery Corp. Exhibit

SHOW visitors looking for new innovations and improvements in design engineering, will be particularly interested in the new Power Sealed Linkless Battery just announced by USL Battery Corporation which will be a feature of that corporation's exhibition. Our December issue carried a detailed description of this noteworthy advance in battery construction.

Diesel Engine Starting Battery

USL is also featuring at the Show an improved Diesel engine starting type SRD battery which introduces improvements in design construction. In this service the demand upon the battery is particularly severe. The current requirement ranges from about 300 to a maximum of 1600 amperes, and the necessary voltage must be supplied, even under the low temperatures of Winter conditions.

Any possible requirement may be met in the choice of sizes and number of cells. The type 3-SRD-21 and 4-SRD-21 are representative.

Extra long life is assured by an increase in sediment space in the bottoms of the cell to two full inches. No cleaning of the battery, therefore, is necessary throughout its service life. The posts carrying current from the positive and negative groups of plates are increased in cross section and each cell is connected to the next by double connecting links of lead coated laminated flexible copper. Terminal connections are in a special design of heavy lead strap with which is cast the external lead of extra flexible cable.

The two sizes mentioned, 3-SRD-21 and 4-SRD-21, are respectively three and four cell batteries. These may be employed in proper number for nominal voltages of 6, 12, 16, 32, etc. to any required voltage. Plates are the well known standard SR type, full 5/32" positives, 1/8" intermediate and 3/32" outside negatives, 4 7/8" high by 5 11/16" wide.

Separation is by first quality grooved Port Orford cedar in combination with high perforation hard rubber veneer. The type SRD-21 size is rated at 160 ampere hours, at the 8-hour rate of discharge. This size is ample in capacity for most Diesel engine starting requirements. Other sizes are of course available.

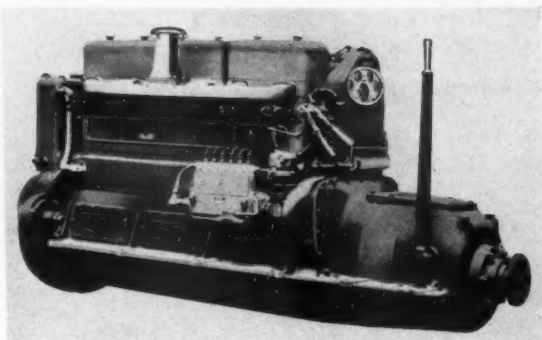
Fairbanks, Morse & Co. Exhibit

THE Motor Boat Show exhibit of Fairbanks, Morse & Co., promises to be every bit as interesting as its previous exhibits. On display will be five units, comprising three marine Diesel engines and two Diesel generating sets.

The engines to be shown are as follows:

An 8-cylinder, Model 36-A-5 1/2 marine engine with a twin disc reverse gear; a 6-cylinder, Model 36-A-4 1/4 Diesel, also with twin disc reverse gear, and a 6-cylinder, Model 35-E-8 3/4 two-cycle, direct reversing main propulsion engine.

One of the generating sets will be a single cylinder, Model 36-A-5 1/2 Diesel engine combination auxiliary unit comprising an air compressor, a circulating pump, and an auxiliary generator. The other will be a 4-cylinder, Model 36-A-4 1/4 Diesel engine with direct-connected generator for marine auxiliary service.



The Buda Lanova Silver Crown Diesel engine.

The Buda Co. Exhibit

THE Buda Lanova Silver Crown Diesel, to be exhibited at the Motor Boat Show, involves the use of a very interesting and unusual type of cylinder head which results in increased turbulence and superior combustion. This design makes possible "soft combustion," heretofore a very desirable but elusive advantage.

On the Buda Lanova Diesel, the rate of pressure rise is well within the limits of gasoline engine practice. Maximum pressures are not over 625 lbs. per sq. in. The compression ratio, too, is more nearly comparable to that of a gasoline engine, being $12\frac{1}{2}$ to 1.

The unusual and perfectly controlled turbulence develops a high workable mean effective pressure. In the case of the Buda Lanova, high mean effective pressure is not attained by high combustion pressure as is ordinarily the case. Thus, the Buda Lanova Diesel brings a rare combination of low maximum combustion pressure together with high mean effective pressure. The net result is more power with less wear and tear on reciprocating parts and bearings and less wear on cylinder walls.

The injection nozzles are of the pintle type and have large, non-clogging orifices and are easily removable for inspection. No flame strikes either the cylinder wall or piston. Piston temperatures are therefore no higher than in gasoline engine practice. Injection pressures are low, reducing wear and tear on injection parts. Basically, the engine is in keeping with the past policies of The Buda Company—built to high standards as to construction and equipment.

Cylinder block and crankcase are of Ni-Chrome iron. The heavy $3\frac{1}{2}$ " diameter crankshaft rolls in 7 main bearings, of steel backed babbit. Cylinder liners are removable.

Valves are of large diameters and are of silicrome steel. Valve seats are replaceable. Lubrication is by force feed to all moving parts. Oil is delivered to the main connecting rod, and hence to the camshaft bearings as well as the reverse gear and timing gears by means of an oil passage drilled the full length of the crankcase. Oil is also delivered by another passage to the rocker arms. Pressure is supplied by a Triplex type of pump and a dry sump system is used. Oil coolers and filters assure proper conditioning of lubricant at all times.

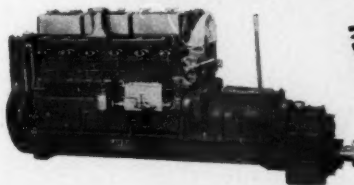
Horsepowers run from 55 to 180. If required, reduction gears can be supplied. Reduction gears are specially designed and are completely water jacketed.

Gray Issues New Bulletin

GRAY Marine Motor Co. has issued Vol. I, No. 1, of a newsy bulletin containing helpful suggestions for the boat operator, data on Gray's extensive line of engines, general news, and lists of second-hand motors available at attractive prices. For your copy address the Company at 6910 E. Lafayette Ave., Detroit, Mich.

Gray Marine Motor Co. will have its usual attractive display at the Motor Boat Show.

A BETTER DIESEL



for the Fisherman

More advantages for powering the fishing fleet

THE Buda-Lanova Silver Crown Diesel Engine.

Soft Combustion:—a rate of pressure rise well within the limits of gasoline engines assuring smoother operation and longer life to reciprocating parts.

Lower Compression Ratio:—Only $12\frac{1}{2}$ to 1 making them more comparable to gasoline operation. Compare this with other high speed Diesels where compression ratio runs 15 to 1 and even 20 to 1.

High Workable Mean Effective Pressure:—due to excellently organized and controlled turbulence for combustion! High Mean Effective Pressure without High Combustion Pressures assure greater economy and power with less wear and tear on bearings and reciprocating parts.

Every fisherman should know about this advanced Diesel design, its easy control, low cost of operation and ease of starting. Don't buy an engine until you see the Buda Lanova Silver Crown Diesel Engine.

THE BUDA COMPANY

Marine Engine Division H

HARVEY, (Chicago Suburb) ILLINOIS

*See it at the Motor Boat Show
Grand Central Palace — Jan. 17
New York City SPACE W, Mezzanine Floor*



NATIONAL NET & TWINE

Div. of Ludlow Mfg. & Sales Co.

211 CONGRESS ST.
BOSTON, MASS.

**LINEN and COTTON GILL NETTING
SEINE, POUND and TRAP NETTING**

**We Strive to Make Tanglefin Netting the Best.
The Quality Goes In Before the Name Goes On.**



No 212 SHIPMATE

Cast-iron coal burning SHIPMATES first made in 1881 are still the fisherman's friend as they have been for over fifty years.

A SHIPMATE in the galley is the source of good meals; it is the source of comfort on cold, wet days; it is the very heart of the ship.

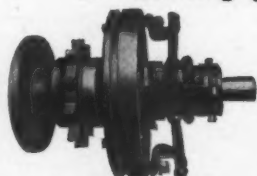
SHIPMATES are made only by

THE STAMFORD FOUNDRY COMPANY

Established 1830

Stamford, Conn.

KINNEY HAULING CLUTCH for trawling gear on the SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

KINNEY MFG. CO.
3541 Washington St.
BOSTON

PLYMOUTH

• Under every test of the hardest sort of service, you will find Plymouth always **The Rope You Can Trust**
PLYMOUTH CORDAGE COMPANY

No Plymouth, Mass., Welland, Can
Sales Branches
New York, Chicago, San Francisco,
Cleveland, Baltimore, New Orleans,
Boston, Philadelphia



**SHIP BRAND
MANILA**



Plain Talk About Lubrication

By L. W. Hutchins

THE introduction of the gasoline and Diesel engine has lessened to some extent the toil and hazards encountered by those engaged in the fishing industry. Fighting the elements has always been a real battle in which nature has many times been the victor. However, results obtained by the use of good fuels and lubricants in the engines of today is ample proof that applied science has done much to change the conditions existing in the industry thirty years ago.

The fisherman, in many cases, knows little and cares less about viscosity, flash, fire, pour test, sligh number, film strength or viscosity index of lubricating oils. He is, on the other hand, very much interested in getting home. Breakdowns at sea are oft-times disastrous and although we all know that machinery wears out, many cases of costly breakdowns could have been avoided if the best oil, as recommended by major oil companies and engine manufacturers, was used. The oils of today provide a greater margin of safety than ever before and it is the desire of major oil companies to be always ahead of the requirements as set up by the engine builders.

Pistons, cylinders, bearings and wristpins wear. This wear may be lessened by using an oil which will pump and flow in cold weather, not thin excessively under normal or high operating temperatures, leaves a minimum of carbon in the combustion chambers, on valves and injection nozzles, and a minimum of sludge in the sumps or crankcases.

Oil consumption is to many men a yard stick as to the real value of a lubricant. Although many oil men may include low consumption as a strong talking point, the buyer must remember that its importance diminishes if the above qualities are missing. Too heavy oils place a "drag" on the engine and cause higher operating temperatures, loss of power, and excessive wear.

The wear occurs principally at starting, when the heavy oil is thickened excessively by the cold and will not flow to moving parts rapidly enough or in sufficient quantities to prevent metal from rubbing on metal.

The internal friction or "drag" in the heavy oil takes revolutions from your propeller. If oils of proper quality and body are used, you may be sure of better oil film distribution all through the system, less engine wear, more profit to you and a return trip home from the grounds when your fishing is finished.

National Net & Twine Calendar

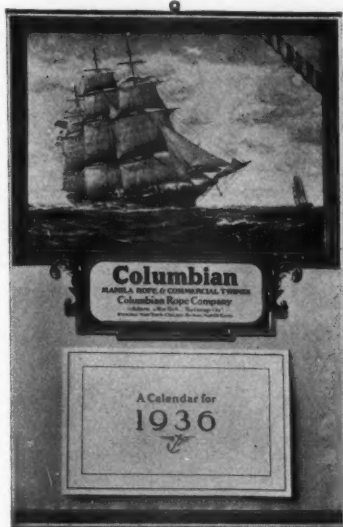
AN attractive, handy calendar for 1936 has been issued by the National Net & Twine Division of Ludlow Manufacturing & Sales Co. The illustration is a picture of the *Timandra*, an iron square-rigger built in 1885, which, on March 6, 1917, after a charter had been contemplated by the Ludlow Manufacturing Associates for the carriage of jute from India to Boston, put out from Norfolk, Va., with 22 hands. Nothing further was ever heard from ship or crew. It was suspected for a time that she had been the victim of the German *See Adler*, but subsequent searching of the records of the German Admiralty disclosed no confirmation of this rumor.

Essomarine Service at Miami

THE gasoline boat *Standard*, operated by Capt. Fred W. Schmahl at Miami, Florida, and vicinity, is providing fishermen and yachtsmen with a new service there this Winter. Fred, who is widely known in Long Island waters, operates the *Essomarine No. 1* at City Island, New York in the Summer. Fred's Florida service covers Miami, Miami Beach and Cocanut Grove and makes fuel oil, gasoline, Essomarine oils and greases, kerosene and fresh water available promptly alongside boats, at private docks or anchorages there. His headquarters is the P. & O. Dock at Miami; phone 28921.

The Columbian Calendar

IT is impossible to imagine a more beautiful calendar than the one just issued by the Columbian Rope Co., Auburn, N. Y. Charles Robert Patterson, famous painter, portrays the clipper ship *N. B. Palmer*, "speaking" another American ship on one of her usual fast runs.



The *Palmer* was launched February 5, 1861, by Westervelt & Mackay, New York, for the owners, A. A. Low & Brother. She was commanded while under their ownership by another brother, Capt. Charles Porter Low, who was chiefly responsible for her reputation of speed and beauty.

She was one of the fastest sailing ships ever built and was an excellent sea boat, especially in heavy weather. Her first three voyages were from New York to San Francisco; thereafter, while American owned, all were to

Hong Kong or Shanghai. Her fastest run from New York to China was 88 days; from China to New York, 82 days.

In China, the 202-ft. clipper was known as "The Yacht", and with her nettings in the tops, brass guns, gold stripe, and her lavish entertainments on the Fourth of July and Washington's Birthday, she well deserved the title.

She was sold in 1873 and abandoned on January 10, 1892, in latitude 45° N., longitude 43° W., while under the Norwegian flag.

Appointed Distributor for Petters

THE New England Trawler Equipment Co., National Docks, East Boston, Mass., have been appointed Atlantic coast distributors for Petters Limited, of Yeovil, England.

Petters marine engines are widely known throughout the world, and several recent installations have been made in Nova Scotia, notably in the *Sir Ernest Petter*, *E. F. Zwicker*, and *Muriel Isabel*. The *E. F. Zwicker*, Capt. William Deal, was added to the fleet about a year ago, and is one of the finest fishing schooners in the Maritimes.

Pettit Paint Tide Calendar

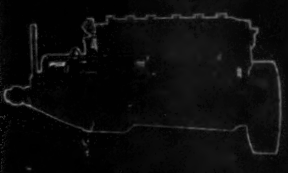
THE Pettit Paint Co., Jersey City, N. J., have just issued the 1936 edition of their series of practical tide calendars.

The pad gives the time of high and low water at Boston and New York, together with the height of tide, time of sunrise and sunset, and moon phases. The Company has a limited supply of calendars on hand which it will be pleased to distribute to fishermen and boat owners without charge.

Carle Cooling Promoted

THE National Can Company takes pleasure in announcing the recent election of S. Carle Cooling to the office of Assistant Vice-President. Mr. Cooling has been associated with the can manufacturing business for many years, and has worked his way up through factory and office to his present position. He is a director of the Canning Machinery & Supplies Association, the "godfather" of the Young Guard Society, and also active in fraternal orders.

Red Wing Engine
THE MOTOR WITH POWER TO SPARE



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FOR SALE

A 6 inch Maxim Silencer—1935—used three months. As good as new. Fits 100 hp Diesel engine. Write I. K. Jensen Machine Shop, West Sayville, L. I., N. Y.

FOR SALE

Schooner Yacht *Hildegard's* mainsail, Hoist 58', Boom 74', Gaff 42', Leach 95'. Sail is hand made, of No. 0 yacht duck, seams up and down, used only 21' days. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

FOR SALE

45 C-O Engine, (2) 250 gallon round tanks, (1) 14 ft. 2½ in. shaft and propeller. Good running order, \$600. For further particulars, address Long Island Fishermen's Protective Assoc., W. Sayville, N. Y.

FOR SALE

Trap boat, two buildings, 3 floating 16 fathom traps, 2 new 16 fathom traps, 3 long leaders. All the necessary gear to fish three complete traps. Entire outfit for sale for \$4,000. Write Box FP, ATLANTIC FISHERMAN, Goffstown, N. H.

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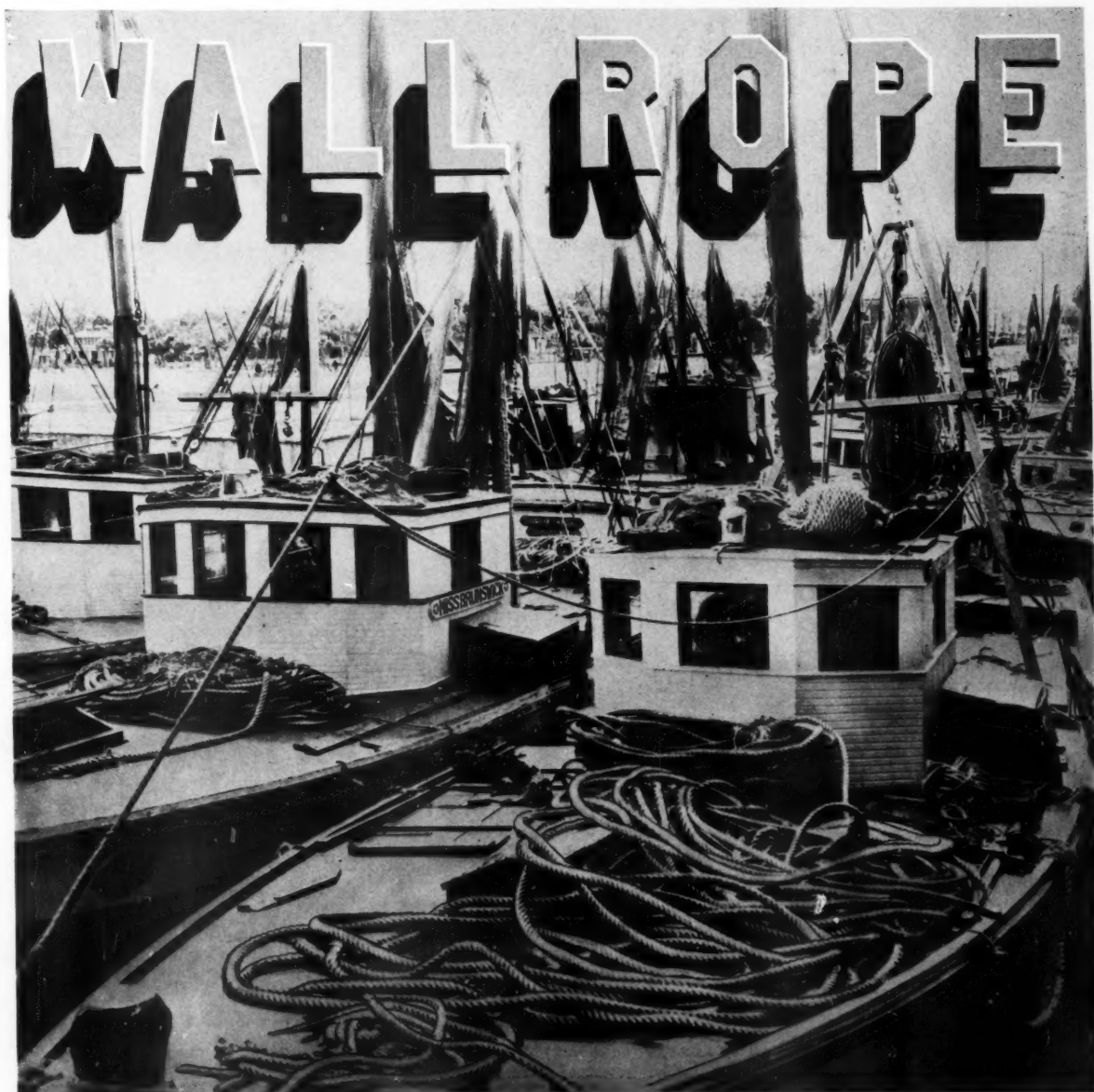
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qualities and better rot-resistant treatments to meet the modern fishing requirements for economy.

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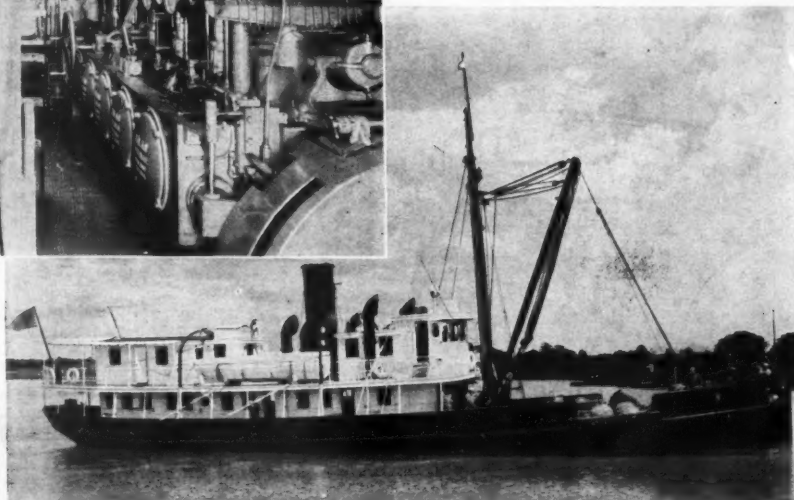
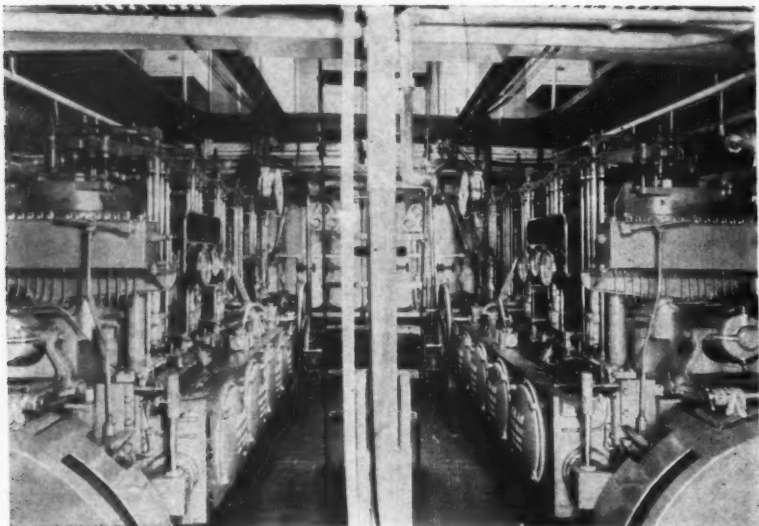
WALL MAKES REAL FISHING ROPE FOR FISHERMEN

ATLAS DIESELS

POWER

U.S.L.H.T

CAMELLIA



The United States Lighthouse Tender "CAMELLIA", operating out of New Orleans, represents an outstanding example of the Federal Government's program of increasing efficiency and lowering operating costs.

The "CAMELLIA" was formerly powered by steam engines and with 25 tons of coal at \$4.50 per ton she had a working radius of 6 to 7 days. In order to give her a greater cruising radius and reduce her operating cost, it was decided to power her with DIESELS.

A pair of 6 cylinder, 220 H.P. Atlas Imperial Diesel Engines were installed to replace the steam engines. This conversion in motive power with fuel oil capacity of 6,600 gallons in the former coal bunker space has quadrupled

her cruising radius to 28 days. Under steam she burned approximately 750 pounds of coal per hour while her twin Atlas Diesels now consume approximately 203 pounds of fuel oil per hour,—again demonstrating the great operating economy of Diesel over steam engines.

The "CAMELLIA" has a length of 116' 7", moulded beam of 24' and a draft of 7' 6". She has a total displacement of 276 tons light—377 tons loaded, and with her two Atlas Diesels she is making approximately 9.4 knots per hour. The engines were sold by Arthur Duvic's Sons in New Orleans and the power conversion was made at the Pascagoula boat yard of the District Engineers of the War Department, at Mobile, Alabama.

ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND, CALIFORNIA—MATTOON, ILLINOIS
115 BROAD STREET, NEW YORK

ATLAS IMPERIAL

